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**U.S. Department of Transportation**

January 10, 2024

Mr. Calvin E. Reed, P.E.  
Secretary of Transportation and Director of Kansas Turnpike Authority  
Kansas Department of Transportation  
Topeka, KS 66603

Subject: FHWA Approval of Amendment #3 of the  
FY 2024-2027 Kansas STIP

Dear Secretary Reed:

As requested by your January 4, 2024, letter, the Federal Highway Administration (FHWA) has reviewed the proposed Amendment #3 to the FY 2024-2027 Kansas Statewide Transportation Improvement Program (STIP), which includes projects within the Lawrence and Manhattan metropolitan areas, along with projects outside the metropolitan areas.

Based on our review, we find that this STIP Amendment is compliant with a statewide transportation planning process that satisfies the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. Therefore, this STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Mr. Matt McDonald of FHWA at [matthew.mcdonald@dot.gov](mailto:matthew.mcdonald@dot.gov) or Mr. Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

**MARK K  
BECHTEL**

Mark Bechtel  
Regional Administrator  
Federal Transit Administration

Digitally signed by MARK K  
BECHTEL  
Date: 2024.01.10 15:55:42 -06'00'

Richard E. Backlund, AICP  
Division Administrator  
Federal Highway Administration



Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745

Calvin E. Reed, P.E., Secretary  
Greg M. Schieber, P.E., Deputy Secretary and  
State Transportation Engineer

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Laura Kelly, Governor

January 4, 2024

Mr. Richard Backlund  
Federal Highway Administration  
6111 SW 29th St., Suite 100  
Topeka, KS 66614

Mr. Mark Bechtel  
Federal Transit Administration  
901 Locust St., Room 404  
Kansas City, MO 64106

RE: Amendment #3 to the 2024-2027 State Transportation Improvement Program (STIP)

Dear Messrs. Backlund and Bechtel,

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2024-2027 STIP which includes projects within the Lawrence and Manhattan metropolitan areas, along with projects outside the metropolitan areas. These items are enclosed for your review.

We are requesting your concurrence and approval of this amendment to the 2024-2027 STIP.

The public involvement activities conducted by the Lawrence-Douglas County Metropolitan Planning Organization (L-DCMPO) and the Flint Hills Metropolitan Planning Organization (FHMPO) for their Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.326. No public comments were received.

Please forward questions or comments regarding projects outside the metropolitan areas to Marcy Anderson, Division of Program and Project Management, at (785) 296-2058; and projects within the metropolitan areas to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,

Greg M. Schieber, P.E.  
Deputy Secretary and  
State Transportation Engineer

Enclosures: January 2024 STIP Amendment List of Projects  
September 2023 STIP Amendment Cash Flow  
L-DCMPO FFY 2023-2026 TIP Amendment #5 Approval Request Letter & Related Documents  
FHMPO FFY 2024-2027 TIP Amendment #1 Approval Request Letter & Related Documents

Messrs. Backlund and Bechtel

Page 2

January 4, 2024

cc: Matt McDonald, FHWA-KS  
Cathy Monroe, FTA Region VII  
Daniel Nguyen, FTA Region VII  
Mike Moriarty, KDOT Transportation Planning  
Allison Smith, KDOT Transportation Planning  
Ryne Dowling, KDOT Transportation Planning  
Eleanor Matheis, KDOT Transportation Planning  
Cory Davis, KDOT Multimodal and Innovation  
Matt Messina, KDOT Multimodal and Innovation  
Rene Hart, KDOT Multimodal and Innovation  
Tod Salfrank, KDOT Local Projects  
Kimberly Marotta, KDOT Local Projects  
Cara Hodges, KDOT Local Projects  
Lisa Roth, KDOT Program and Project Management  
Marcy Anderson, KDOT Program and Project Management

# KDOT Cash-Flow Worksheet

as of September 2023

All dollar amounts in \$1,000s - Dollar amounts may be rounded

## KDOT - All Agency Funds

(\$000)	2024	2025	2026	2027	FY 2024-2027
	1,044,127	699,910	656,184	340,379	1,044,127
<b>Resources</b>					
Motor Fuel Taxes	459,968	459,968	459,968	459,968	1,839,872
Sales & Compensating Tax	741,222	758,248	783,354	802,399	3,085,223
Registration Fees	229,700	229,700	229,700	229,700	918,800
Drivers Licenses Fees	8,164	8,164	8,164	8,164	32,656
Special Vehicle Permits	6,206	6,206	6,206	6,206	24,824
Interest on Funds	16,477	9,282	4,541	2,807	33,107
Misc. Revenues	41,088	12,161	11,951	11,951	77,151
Transfers:	1,102	1,102	1,102	1,102	4,408
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(132,109)	(125,209)	(127,581)	(130,000)	(514,899)
Subtotal	1,371,818	1,359,622	1,377,405	1,392,297	5,501,142
<b>Federal and Local Construction Reimbursement</b>					
Federal Reimbursement - SHF	492,000	428,000	435,400	443,000	1,798,400
Local Construction - Federal	85,303	80,905	80,240	71,856	318,304
Local Construction - Local	25,282	29,852	30,456	23,765	109,355
Miscellaneous Federal Aid	43,328	37,381	37,381	37,381	155,471
Subtotal Federal & Local	645,913	576,138	583,477	576,002	2,381,530
Total before Bonding	2,017,731	1,935,760	1,960,882	1,968,299	7,882,672
<b>Bond Sales (par)</b>	-	200,000	300,000	300,000	800,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	-	200,000	300,000	300,000	800,000
<b>Net TRF Loan Transactions</b>	1,724	1,666	1,344	1,310	6,044
<b>TOTAL RECEIPTS</b>	2,019,455	2,137,426	2,262,226	2,269,609	8,688,716
<b>AVAILABLE RESOURCES</b>	3,063,582	2,837,336	2,918,410	2,609,988	9,732,843

The following revenue estimates are currently being used:

April 2023 State Consensus Revenue Estimating Group

November 2022 Highway Revenue Estimating Group

Debt Service updated August 2023

## KDOT Cash-Flow Worksheet

as of September 2023

All dollar amounts in \$1,000s - Dollar amounts may be rounded

	2024	2025	2026	2027	FY 2024-2027
<b>Maintenance</b>					
Regular Maintenance	168,263	169,112	172,459	175,872	685,706
City Connecting Links	5,600	5,600	5,600	5,600	22,400
Total Maintenance	173,863	174,712	178,059	181,472	708,106
<b>Construction</b>					
Preservation	713,197	686,441	612,147	587,496	2,599,281
Modernization	156,659	152,658	237,717	109,277	656,311
Expansion & Enhancements	479,140	388,853	768,174	604,892	2,241,059
CE & PE	67,215	65,783	67,034	68,310	268,342
Local Federal Aid Projects	105,570	100,728	88,413	89,964	384,675
Buildings	18,000	20,000	20,000	23,000	81,000
Total Construction	1,539,781	1,414,463	1,793,485	1,482,939	6,230,668
<b>Local Support</b>					
Agency Operations	2,726	2,717	2,771	2,827	11,041
SC&CHF	154,687	154,687	154,687	154,687	618,748
Local Partnership Programs	39,135	43,598	47,209	82,705	212,647
Categorical Grants	24,000	24,000	24,000	24,000	96,000
Other					-
Total Local Support	220,548	225,002	228,667	264,219	938,436
<b>Transportation Planning &amp; Modal Support</b>					
Agency Operations	29,580	36,249	36,974	37,714	140,517
Aviation	15,526	11,945	10,685	10,241	48,397
Public Transit	55,987	50,294	48,381	48,381	203,043
Rail	51,933	15,201	12,254	11,105	90,493
Short line Rail	8,814	-	-	-	
Other Planning	30,164	15,561	15,211	15,191	76,127
Total Planning & Modal Support	192,004	129,250	123,505	122,632	567,391
<b>Administration</b>					
	69,191	66,974	68,287	69,627	274,079
TOTAL before Debt Service	2,195,387	2,010,401	2,392,003	2,120,889	8,718,680
<b>Debt Service</b>					
	168,285	170,751	186,028	203,199	728,263
<b>TOTAL EXPENDITURES</b>					
	2,363,672	2,181,152	2,578,031	2,324,088	9,446,943
<b>ENDING BALANCE</b>					
	699,910	656,184	340,379	285,900	285,900
	2024	2025	2026	2027	FY 2024-2027

**Required Ending Balances reflect:**

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

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## Cash Flow Notes

Below is a synopsis of the changes between the June 2023 Cash Flow from the FFY 2024-2027 STIP document and September 2023 Cash Flow from the November Amendment.

The September 2023 Cash Flow updates:

Significant Changes in Revenues:

No significant changes to revenues.

Significant Changes in Expenditures:

As projects move from the development pipeline pool (Unprogrammed) to the construction pipeline and are approved to let or are programmed, expenditure shifts occur between fiscal years.

### STIP Amendment Disposition Key

Disposition	Definition
Add	The project/project phase is being added to the current year of the STIP.
Add AC	The state has elected to use the funding mechanism of 'Advance Construction' on the project/project phase.
Add FF	Federal Funds are being added to the project/project phase.
Cancel	The project/project phase has been cancelled.
Cnvrt AC	A project/project phase that was funded using the advance construction mechanism is being converted from Advance Construction to federal funding. In this way the project/ project phase becomes eligible for reimbursement with federal funds.
Chg AC Cnvrt Yr	A project/project phase funded using the advance construction mechanism has had a change in the anticipated conversion year to federal funding.
Chg Cost	The project/project phase estimate/cost is being revised.
Chg Cost and FF	The project/project phase estimate/cost has changed and the associated funding on the project has changed. (For example, there may have been a maximum federal participation on the project so the State percentage may have increased with the change in cost. etc).
Chg Dscrp	The project location description has undergone revision or is being corrected.
Chg FA Num	The federal aid project number has changed or is being corrected.
Chg FF	The federal funding on the project/project phase has changed in some manner.
Chg Project Num	The state project number has changed or is being corrected.
Chg Scope	The project scope has been revised or corrected.
Chg Scope and Cost	The project scope has been revised and the project/ project phase cost has changed.
Chg WP	The disposition is for any change to a work phase other than Cancel.
Move In	The project/ project phase is moving into the current federal fiscal year of the STIP from another year.
Move Out	The project /project phase is moving out of the current Fiscal Year of the STIP.
Remove FF	Federal funding has been removed from project phase(s).

## How to read the STIP Amendments

STIP amendment information provides the same general project information and has the same format as the STIP project lists (Appendix A & C) with one addition- the disposition. The disposition information is provided to explain the change or changes being made to the project. Following this diagram is a list of the change dispositions abbreviations used in amendments with a brief description of each. Amendments to the STIP document are for significant changes to a project that require concurrence in the change from FHWA and/or FTA. Examples are the addition or deletion of a project, a major change in project cost, change in project/project phase initiation dates, a major change in design concept or design scope, and changes in funding. Below is a diagram that identifies the fields provided for projects listed in amendments. In addition, to meet FHWA requirements an amendment requires re-demonstration of fiscal constraint- this is achieved with the Cash Flow provided previous to this page.

### FFY 20YY - 20YY State Transportation Improvement Program Amendment List- the title identifies the STIP being amended

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

#### Kansas STIP March Amendment The header identifies the amendment and the date of the information.

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering (CE)		Total Project Est Amt
		Disposition		Disposition		Disposition		Disposition		

<span style="color: blue;">Identifies phase of work Reason for change</span> Identifies phase of work Reason for change	Acronym for the work being performed-list and definitions located in the STIP "Projects Administered by KDOT" section	Estimates the total expected cost of the work for that phase.	For federally funded projects the year that the work phase is anticipated to be obligated with FHWA; For projects without federal funds the year the work in that phase is expected to start	Total anticipated project cost includes ALL phases of work (even phases that may not be covered in the current STIP years) & ALL funding
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Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata
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<span style="color: blue;">Identifies project funding with one line per each fund type. The fund categories are provided in the Projects Administered by KDOT section of the STIP</span>	Federal identification number used by FHWA to track federal funds on a project	Estimates portion of the total work phase cost attributed to each fund category	Indicates the percentage each fund category is of the total estimated work phase cost
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#### Dickinson County where work is being performed; for projects that cover more than one county-this is the primary county where the majority of the work is being performed.

						Chg Cost	
X-0000-00	FLTSG	\$22	2015			#	2017
ACHSP*	X297401					#	100.00%
K		\$22	100.00%				
<b>HSIP</b>						#	2017

Project amended for change in Const/CE estimate

\*The line in blue is present when a project is being Advance Constructed. Advance Constructed projects are those being funded with state funds with the eligibility for future federal funds. The AC designation reserves tie right to federal funds when apportionment and obligation authority are available. The year indicates the year of expected conversion. In the STIP this information is provided in Appendix C.

County: Dickinson      Route: K047      Total Length (Miles): 0.0      Letting Type: NEGOT      NHS      N

County & Route: identify location of work being performed ; Length- distance project covers; Letting type: acronyms are described in the Project Administered by KDOT section of the STIP; NHS-indicates whether project is on the National Highway System; Program/Subcategory- indicates what KDOT program and subcategory the project belongs. Program /Subcategory Table is provided in the Projects Administered by KDOT section of the STIP & a description of each of Program & Subcategory is in the Project Selection Criteria narrative of the STIP.

**Name:** Rail/Highway Improvement in Dickinson County  
**Location:** BNSF & 3400 Avenue at Manchester, Dickinson County  
**Scope:** Rail-Highway Signals Flashing Light Straight Post Type w/Gates

Identifies what the projects is, where the project is located and what work is encompassed by the

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Allen County

						Add					
C-5293-01	BRRPL					\$784	2025		\$784		
STATE						\$157	20.00%				
STP	C529301					\$627	80.00%				
<b>County:</b>	Allen	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	LC-RES
<b>Name:</b>	Bridge Replacement in Allen County										
<b>Location:</b>	Bridge over Elm Creek on Nebraska Road located 0.5 mile S and 3.2 miles W of Moran										
<b>Scope:</b>	Bridge Replacement										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Atchison County

		Add		Add		Add				
KA-3890-01	BRREM	\$75	2024	\$5	2024	\$2	2024	\$680	2024	\$762
ACNHP	A389001					\$2	80.00%	\$544	80.00%	
	K	\$75	100.00%	\$5	100.00%	\$0	20.00%	\$136	20.00%	
<b>STP Future Conversion</b>						<b>\$2</b>	<b>2028</b>	<b>\$544</b>	<b>2028</b>	
<p><b>County:</b> Atchison      <b>Route:</b> U073      <b>Total Length (Miles):</b> 0.0      <b>Letting Type:</b> KDOT      <b>NHS Project:</b> Y      <b>Program-Sub:</b> SM-PBR</p> <p><b>Name:</b> Bridge removal in Atchison County</p> <p><b>Location:</b> US-73: Bridge located approx. 1/2 miles south of US-59</p> <p><b>Scope:</b> Bridge removal</p>										

		Chg AC Cnvt Yr		Chg AC Cnvt Yr		Add				
KA-5769-01	BRRPL	\$646	2020	\$194	2024	\$97	2024	\$7,428	2025	\$8,364
ACNHP	A576901	\$517	80.00%			\$78	80.00%	\$5,942	80.00%	
<b>BRF Future Conversion</b>						<b>\$78</b>	<b>2029</b>	<b>\$5,942</b>	<b>2029</b>	
	K	\$129	20.00%	\$194	100.00%	\$19	20.00%	\$1,486	20.00%	
<b>NHPP Future Conversion</b>		<b>\$517</b>	<b>2029</b>							
<p><b>County:</b> Atchison      <b>Route:</b> U059      <b>Total Length (Miles):</b> 0.0      <b>Letting Type:</b> KDOT      <b>NHS Project:</b> Y      <b>Program-Sub:</b> SM-PBR</p> <p><b>Name:</b> Replace Bridge #003 &amp; #004 on US-59 in Atchison County</p> <p><b>Location:</b> Bridge #003 (Stranger Creek Drainage) on US-59 in Atchison County located 3 miles Northeast of K-116. Bridge #004 over 262nd Road (RS1290) located 5.8 miles northeast of K-1</p> <p><b>Scope:</b> Bridge Replacement</p>										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
								Add		
U-2497-01	BRRPL							\$1,254	2025	\$1,254
	STATE							\$240	19.13%	
	STP U249701							\$960	76.55%	
	U0040							\$54	4.30%	
<b>County:</b>	Atchison	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Atchison									
<b>Location:</b>	Bridge over Brewery Creek on Patriot Street located 0.1 mile W of US-73									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Barber County

		Add						Add		
KA-7192-01	SHHWP	\$56	2024					\$538	2025	\$594
	K	\$56	100.00%					\$38	7.06%	
	SB A719201							\$342	63.58%	
	U0358							\$158	29.35%	
<b>County:</b>	Barber	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> MM-SBW
<b>Name:</b>	Gypsum Hills Scenic Byway Amenity Improvements									
<b>Location:</b>	Medicine Lodge: South of US-160 at Memorial Peace Park									
<b>Scope:</b>	Install byway kiosks, trailheads, trail improvements, playground equipment, benches, lighting, roadway, and handicap sidewalk improvements									

		Add		Add		Add		Add		
KA-7216-01	GDFC	\$214	2024	\$21	2024	\$43	2025	\$2,355	2025	\$2,633
	K	\$214	100.00%	\$21	100.00%	\$43	100.00%	\$2,355	100.00%	
<b>County:</b>	Barber	<b>Route:</b>	K002	<b>Total Length (Miles):</b>	5.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> MM-CLZ
<b>Name:</b>	Safety Improvements on K-2 in Barber County									
<b>Location:</b>	K-2: At four locations beginning 0.57 miles northeast of Hawkins Road, northeast to 0.09 miles southwest of Catalpa Road									
<b>Scope:</b>	Upgrade guardrail									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Barton County

		Add				Add				
C-5265-01	SG	\$30	2024			\$147	2025		\$177	
HSIP	C526501	\$30	100.00%			\$147	100.00%			
<b>County:</b>	Barton	<b>Route:</b>		<b>Total Length (Miles):</b>	77.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Signing in Barton County									
<b>Location:</b>	Southwest Quadrant of County									
<b>Scope:</b>	Signing									

						Chg Cost				
KA-7183-01	MILOV	\$1	2024			\$3,412	2024		\$3,413	
ACSTP	A718301					\$2,729	80.00%			
	K	\$1	100.00%			\$682	20.00%			
<b>STP Future Conversion</b>						<b>\$2,729</b>	<b>2028</b>			
<b>County:</b>	Barton	<b>Route:</b>	K096	<b>Total Length (Miles):</b>	13.6	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b> SM-1RR
<b>Name:</b>	K-96 milling and overlay in Barton county									
<b>Location:</b>	K-96 in Barton County from the Rush/Barton county line to the west city limits of Great Bend									
<b>Scope:</b>	Milling and overlay									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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**Kansas STIP January Amendment** -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add		Add		Add		Add		

KA-7217-01	GDFC	\$33	2024	\$3	2024	\$7	2025	\$361	2025	\$403
	K	\$33	100.00%	\$3	100.00%	\$7	100.00%	\$361	100.00%	

**County:** Barton      **Route:** K004      **Total Length (Miles):** 0.2      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** MM-CLZ  
**Name:** Safety Improvements on K-4 in Barton County  
**Location:** K-4: At one location beginning 0.22 miles east of NE 120 Avenue  
**Scope:** Upgrade guardrail

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Bourbon County

		Chg AC Cnvr Yr		Chg Cost		Chg AC Cnvr Yr		Add		
KA-5711-01	BRRPL	\$348	2020	\$104	2024	\$52	2024	\$3,826	2024	\$4,330
	ACSTP A571101	\$278	79.99%			\$42	80.00%	\$3,061	80.00%	
	K	\$70	20.00%	\$104	100.00%	\$10	20.00%	\$765	20.00%	
	<b>STP Future Conversion</b>	<b>\$278</b>	<b>2029</b>			<b>\$42</b>	<b>2029</b>	<b>\$3,061</b>	<b>2029</b>	
<b>County:</b> Bourbon		<b>Route:</b> K003		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> SM-PBR
<b>Name:</b> Bridge replacement in Bourbon County										
<b>Location:</b> K-3: Bridge #029 over the Little Osage River located 1.91 miles south of the Bourbon/Linn county line										
<b>Scope:</b> Bridge replacement										

		Chg Cost				Chg Cost				
KA-6898-01	GRSU	\$223	2024					\$3,110	2025	\$3,333
	ACNHP A689801							\$2,488	79.99%	
	K	\$201	90.00%							
	STATE							\$311	10.00%	
	<b>STP Future Conversion</b>							<b>\$1,228</b>	<b>2027</b>	
	U0210	\$22	10.00%					\$311	10.00%	
<b>County:</b> Bourbon		<b>Route:</b> U054		<b>Total Length (Miles):</b> 0.5		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> Y		<b>Program-Sub:</b> LC-K3R
<b>Name:</b> Roadway Reconstruction in Fort Scott										
<b>Location:</b> E Wall Street from US-69 to Caldwell Street										
<b>Scope:</b> Reconstruct roadway and curb and gutter, storm sewer improvements, sidewalks, and pavement marking										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Brown County

						Chg Cost					
C-5217-01	BRRPL					\$462	2024		\$462		
BRO	C521701					\$462	100.00%				
<b>County:</b>	Brown	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	LC-RES
<b>Name:</b>	Bridge Replacement in Brown County										
<b>Location:</b>	Bridge over unnamed stream on 220th Street located 1.0 mile S of Fairview										
<b>Scope:</b>	Bridge Replacement										

						Chg Cost					
KA-6450-01	GRSU	\$144	2024			\$2,353	2024		\$2,497		
ACNHP	A645001					\$1,882	80.00%				
K		\$144	100.00%								
<b>NHPP Future Conversion</b>						\$1,746	2025				
STATE						\$471	19.99%				
<b>County:</b>	Brown	<b>Route:</b>	U036	<b>Total Length (Miles):</b>	0.6	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	LC-K3R
<b>Name:</b>	Reconstruction in the City of Fairview										
<b>Location:</b>	1st Street from West City Limits to East City Limits										
<b>Scope:</b>	Narrow roadway to three lanes- two through lanes with a center two-way turn-lane										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Butler County

		Chg Cost								
KA-6512-01	BRRPL	\$208	2022							\$208
ACNHP	A651201	\$166	80.00%							
	K	\$42	20.00%							
<b>NHPP Future Conversion</b>		<b>\$166</b>	<b>2029</b>							

**County:** Butler      **Route:** U400      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** Y      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #148 on US-400 in Butler County  
**Location:** Bridge #148 (Abandoned Track) on US-400 in Butler County located 4.47 Miles West of the Greenwood County Line  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 10

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Chase County**

						Chg Cost			
TE-0533-01	LNDBT					\$1,061	2024	\$1,061	
TA	T053301					\$848	80.00%		
U0529						\$212	20.00%		
<b>County:</b>	Chase	<b>Route:</b>		<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b> N	<b>Program-Sub:</b> LC-TEX
<b>Name:</b>	Cottonwood Street Streetscape Project								
<b>Location:</b>	Cottonwood Street from 4th Street to 7th Street in the City of Strong City								
<b>Scope:</b>	Construct replacement sidewalks, curb and gutter, raised medians and bulb-outs, and asphalt mill and inlay, add landscaping								

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Cherokee County**

		Add				Add				
C-5263-01	SG	\$71	2024			\$359	2025			\$430
HSIP	C526301	\$71	100.00%			\$359	100.00%			
<b>County:</b>	Cherokee	<b>Route:</b>		<b>Total Length (Miles):</b>	90.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Signing in Cherokee County									
<b>Location:</b>	Major Collectors West of K-7									
<b>Scope:</b>	Signing									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 12

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Clark County**

		Chg Cost		Chg Cost		Chg Cost				
KA-5431-01	INTER	\$55	2024	\$35	2024	\$16	2024	\$796	2023	\$903
ACNHP	A543101							\$637	79.99%	
K		\$55	100.00%	\$35	100.00%	\$16	100.00%			
<b>NHPP Future Conversion</b>								\$637	2024	
	STATE							\$159	20.00%	
<b>County:</b>	Clark	<b>Route:</b>	U054	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b> LC-K3R
<b>Name:</b>	Reconstruction in the City of Minneola									
<b>Location:</b>	Front Street (US-54) & Oak Street (US-283) Intersection									
<b>Scope:</b>	Intersection improvements									

		Add		Add		Add		Add		
KA-7228-01	GDFC	\$72	2024	\$7	2026	\$14	2026	\$788	2027	\$881
K		\$72	100.00%	\$7	100.00%	\$14	100.00%	\$788	100.00%	
<b>County:</b>	Clark	<b>Route:</b>	U160	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> MM-CLZ
<b>Name:</b>	Safety Improvements on US-160 in Clark County									
<b>Location:</b>	US-160: At one location beginning 0.57 miles east of County Road 13									
<b>Scope:</b>	Upgrade guardrail									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Coffey County

		Chg AC Cnvert Yr				Chg AC Cnvert Yr		Add		
KA-5701-01	BRRPL	\$361	2020	\$108	2024	\$54	2024	\$3,974	2025	\$4,498
ACSTP	A570101	\$289	80.00%			\$43	79.99%	\$3,179	80.00%	
	K	\$72	19.99%	\$108	100.00%	\$11	20.00%	\$795	19.99%	
<b>STP Future Conversion</b>		<b>\$289</b>	<b>2029</b>			<b>\$43</b>	<b>2029</b>	<b>\$3,179</b>	<b>2029</b>	

**County:** Coffey      **Route:** K058      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Bridge replacement on K-58 in Coffey County  
**Location:** K-58: Bridge #043 over Crooked Creek located 6.68 miles east of the south U.S. 75/K-58 junction  
**Scope:** Bridge replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 14

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Cowley County**

						Add				
C-5289-01	BRRPL					\$2,436	2025		\$2,436	
	C0018					\$436	17.89%			
	STATE					\$400	16.42%			
	STP C528901					\$1,600	65.68%			
<b>County:</b>	Cowley	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Cowley County									
<b>Location:</b>	Bridge over Grouse Creek on 232nd Road located 2.5 miles S and 3.5 miles W of Dexter									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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**Kansas STIP January Amendment** -as of 12-20-2023

Page 15

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Crawford County**

		Chg Cost		Add		Add				
C-5295-01	BRRPL							\$983	2025	\$983
C0019								\$83	8.42%	
STATE								\$180	18.31%	
STP	C529501							\$720	73.25%	
<b>County:</b> Crawford		<b>Route:</b>		<b>Total Length (Miles):</b> 0.2		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> LC-RES
<b>Name:</b> Bridge Replacement in Crawford County										
<b>Location:</b> Bridge over Tributary to Little Walnut Creek on W 690th Avenue located 1.0 mile N and 0.7 mile E of Walnut										
<b>Scope:</b> Bridge Replacement										

		Chg Cost		Add		Add				
KA-6473-01	BRRPL	\$399	2022	\$80	2024	\$40	2025		\$519	
ACSTP	A647301	\$319	79.99%			\$32	80.00%			
<b>BRF Future Conversion</b>						\$32	2029			
K		\$80	20.00%	\$80	100.00%	\$8	19.99%			
<b>STP Future Conversion</b>		\$319	2029							
<b>County:</b> Crawford		<b>Route:</b> K146		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> NONE		<b>NHS Project:</b> N		<b>Program-Sub:</b> SM-PBR
<b>Name:</b> Bridge #043 on K-146 in Crawford County										
<b>Location:</b> Bridge #043 (Slough Creek) on K-146 in Crawford County located 0.08 Miles East of the Neosho/Crawford County Line										
<b>Scope:</b> Bridge Replacement										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 16

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
				Add		Chg Cost		Chg Cost		

KA-6788-01	CULV	\$89	2022	\$46	2024	\$14	2024	\$508	2025	\$656
ACSTP	A678801	\$71	80.00%			\$11	80.00%	\$406	80.00%	
	K	\$18	20.00%	\$46	100.00%	\$3	20.00%	\$102	20.00%	
<b>STP Future Conversion</b>		<b>\$71</b>	<b>2027</b>			<b>\$11</b>	<b>2027</b>	<b>\$406</b>	<b>2027</b>	

**County:** Crawford      **Route:** K146      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PCR  
**Name:** Culvert Replacement on K-146 in Crawford County  
**Location:** Culvert on K-146 (East Front Street) in Walnut located 1.1 mile east of the Neosho/Crawford county line  
**Scope:** Culvert Replacement

								Add		
--	--	--	--	--	--	--	--	-----	--	--

KA-7269-01	EVCS							\$1,071	2024	\$1,071
	NEVI	A726901						\$857		
	OTHER							\$214		

**County:** Crawford      **Route:**      **Total Length (Miles):** 0.0      **Letting Type:** NEGOT      **NHS Project:** N      **Program-Sub:** LS-EVI  
**Name:** City of Cherokee: Petes Store #50  
**Location:** Petes fueling and convenience store #50 along US-400 in the city of Cherokee in Crawford county  
**Scope:** Construction and installation of electric vehicle charging stations

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Decatur County**

						Add					
C-5288-01	BRRPL					\$803	2025		\$803		
BRO	C528801					\$803	100.00%				
<b>County:</b>	Decatur	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	LC-RES
<b>Name:</b>	Bridge Replacement in Decatur County										
<b>Location:</b>	Bridge over Prairie Dog Creek on Railroad Avenue located 0.4 mile W of Clayton										
<b>Scope:</b>	Bridge Replacement										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 18

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Dickinson County**

		Chg Cost		Add		Add		
KA-6484-01	BRRPL	\$489	2022	\$98	2023	\$49	2024	\$636
ACSTP	A648401	\$391	80.00%			\$39	79.99%	
	K	\$98	19.99%	\$98	100.00%	\$10	20.00%	
<b>STP Future Conversion</b>		<b>\$355</b>	<b>2029</b>			<b>\$35</b>	<b>2029</b>	

**County:** Dickinson      **Route:** K015      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace bridge #062 on K-15 in Dickinson County  
**Location:** K-15: Chapman Creek bridge (#062) located 4.38 miles north of the east K-18/K-15 junction  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 19

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Ellis County**

		Add						Add		
C-5261-01	SU	\$45	2024					\$575	2025	\$620
HSIP	C526101	\$45	100.00%					\$575	100.00%	
<b>County:</b>	Ellis	<b>Route:</b>		<b>Total Length (Miles):</b>	126.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Pavement Markings and Signing in Ellis County									
<b>Location:</b>	Various Paved Major Collectors									
<b>Scope:</b>	Pavement Markings and Signing									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

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**Kansas STIP January Amendment** -as of 12-20-2023

Page 20

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Ellsworth County**

		Add						Add		
C-5249-01	SG	\$55	2024					\$303	2025	\$358
HSIP	C524901	\$55	100.00%					\$303	100.00%	
<b>County:</b>	Ellsworth	<b>Route:</b>		<b>Total Length (Miles):</b>	111.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Signing in Ellsworth County									
<b>Location:</b>	Major Collectors West of K-156									
<b>Scope:</b>	Signing									

		Add		Add		Add		Add		
KA-7222-01	GDFC	\$46	2024	\$5	2025	\$9	2026	\$503	2026	\$562
K		\$46	100.00%	\$5	100.00%	\$9	100.00%	\$503	100.00%	
<b>County:</b>	Ellsworth	<b>Route:</b>	K111	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> MM-CLZ
<b>Name:</b>	Safety Improvements on K-111 in Ellsworth County									
<b>Location:</b>	K-111: At one location beginning at Avenue H									
<b>Scope:</b>	Upgrade guardrail									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Finney County

		Chg AC Cnvt Yr				Chg AC Cnvt Yr		Add		
KA-5759-01	BRRPL	\$449	2020	\$79	2024	\$40	2024	\$3,036	2024	\$3,603
	ACSTP A575901	\$359	80.00%			\$32	80.00%	\$2,429	80.00%	
	K	\$90	19.99%	\$79	100.00%	\$8	20.00%	\$607	19.99%	
	<b>STP Future Conversion</b>	<b>\$359</b>	<b>2029</b>			<b>\$32</b>	<b>2029</b>	<b>\$2,429</b>	<b>2029</b>	

**County:** Finney      **Route:** K156      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #008 on K-156 in Finney County  
**Location:** Bridge #008 (Pawnee River Drainage) on K-156 in Finney County located 2.78 miles West of West junction K-156/K-23  
**Scope:** Bridge Replacement

								Add		
KA-7272-01	EVCS							\$869	2024	\$869
	NEVI A727201							\$695		
	OTHER							\$174		

**County:** Finney      **Route:**      **Total Length (Miles):** 0.0      **Letting Type:** NEGOT      **NHS Project:** N      **Program-Sub:** LS-EVI  
**Name:** City of Garden City Loves Store #93  
**Location:** Loves Travel Stop fueling and convenience store #93 along US-400 in the city of Garden City in Finney county  
**Scope:** Construction and installation of electric vehicle charging stations

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 22

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Franklin County**

						Add				
C-5284-01	BRRPL					\$894	2025		\$894	
BRO	C528401					\$894	100.00%			
<b>County:</b>	Franklin	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Franklin County									
<b>Location:</b>	Bridge over Walnut Creek on Texas Road located 1.0 mile E and 3.4 miles S of Le Loup									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 23

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Graham County**

								Add		
C-5290-01	BRRPL							\$1,126	2025	\$1,126
STATE								\$225	20.00%	
STP	C529001							\$901	79.99%	
<b>County:</b>	Graham	<b>Route:</b>		<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Graham County									
<b>Location:</b>	Bridge over Bow Creek on DD Road located 6.0 miles S and 1.3 miles E of Densmore									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 24

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Harper County**

		Add						Add		
C-5262-01	SG	\$68	2024					\$321	2025	\$389
HSIP	C526201	\$68	100.00%					\$321	100.00%	
<b>County:</b>	Harper	<b>Route:</b>		<b>Total Length (Miles):</b>	90.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Signing in Harper County									
<b>Location:</b>	Major Collectors West of K-14									
<b>Scope:</b>	Signing									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 25

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Harvey County**

						Add				
C-5283-01	BRRPL					\$979	2025		\$979	
	C0040					\$29	3.00%			
	STATE					\$190	19.39%			
	STP C528301					\$760	77.59%			
<b>County:</b>	Harvey	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Harvey County									
<b>Location:</b>	Bridge over East Whitewater Creek on SE 60th Street located 2.6 miles E of Annelly									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 26

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Haskell County**

								Remove FF		
KA-5997-01	PAVRC	\$52	2024							\$52
	K	\$52	100.00%							
<b>County:</b>	Haskell	<b>Route:</b>	U056	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-K2R
<b>Name:</b>	Reconstruction in the City of Sublette									
<b>Location:</b>	La Lande Avenue from Pike Street to Inman Street									
<b>Scope:</b>	Surfacing									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Jackson County

		Add		Add		Add		Add		
C-5292-01	BRRPL							\$784	2025	\$784
	C0043							\$34	4.30%	
	STATE							\$150	19.13%	
	STP C529201							\$600	76.55%	
<b>County:</b>	Jackson	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Jackson County									
<b>Location:</b>	Bridge over Tributary to Elk Creek on 246th Road located 1.0 mile S of Circleville									
<b>Scope:</b>	Bridge Replacement									

		Add		Add		Add		Add		
KA-7219-01	GDFC	\$74	2024	\$7	2025	\$15	2025	\$816	2026	\$913
	K	\$74	100.00%	\$7	100.00%	\$15	100.00%	\$816	100.00%	
<b>County:</b>	Jackson	<b>Route:</b>	K062	<b>Total Length (Miles):</b>	0.6	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> MM-CLZ
<b>Name:</b>	Safety Improvements on K-62 in Jackson County									
<b>Location:</b>	K-62: At two locations beginning 0.26 miles north of Friend Street, north to 0.03 miles north of 278th Road									
<b>Scope:</b>	Upgrade guardrail									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 28

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Jefferson County**

		Chg Cost		Add		Add				
C-5297-01	BRRPL							\$1,136	2025	\$1,136
BRO	C529701							\$1,136	100.00%	
<b>County:</b>	Jefferson	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Jefferson County									
<b>Location:</b>	Bridge over Slough Creek on McCall Drive located 1.9 miles N of Oskaloosa									
<b>Scope:</b>	Bridge Replacement									

		Chg Cost		Add		Add				
KA-6482-01	BRRPL	\$509	2022	\$102	2024	\$51	2025			\$662
ACNHP	A648201	\$408	80.00%			\$41	80.00%			
K		\$102	20.00%	\$102	100.00%	\$10	20.00%			
<b>NHPP Future Conversion</b>		<b>\$408</b>	<b>2029</b>			<b>\$41</b>	<b>2029</b>			
<b>County:</b>	Jefferson	<b>Route:</b>	U024	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	Y	<b>Program-Sub:</b> SM-PBR
<b>Name:</b>	Replace bridge #010 on U.S. 24 in Jefferson County									
<b>Location:</b>	U.S. 24: Stone House Creek bridge (#10) located 7.71 miles east of K-237									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Add		Add		Add		Add		

KA-7220-01	GDFC	\$29	2024	\$3	2025	\$6	2025	\$315	2026	\$352
	K	\$29	100.00%	\$3	100.00%	\$6	100.00%	\$315	100.00%	

**County:** Jefferson      **Route:** K092      **Total Length (Miles):** 0.2      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** MM-CLZ  
**Name:** Safety Improvements on K-92 in Jefferson County  
**Location:** K-92: At one location beginning 0.59 miles north of 106th Street  
**Scope:** Upgrade guardrail

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 30

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Kearny County**

		Chg Cost				Chg Cost				
KA-6910-01	GRSU	\$102	2024			\$2,398	2025		\$2,500	
ACSTP	A691001					\$1,918	79.99%			
	K	\$102	100.00%							
	STATE					\$480	20.00%			
<b>STP Future Conversion</b>						<b>\$1,918</b>	<b>2027</b>			
<b>County:</b>	Kearny	<b>Route:</b>	K025	<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-K2R
<b>Name:</b>	Pavement reconstruction in Lakin									
<b>Location:</b>	Main Street from Santa Fe Avenue to Washington Avenue									
<b>Scope:</b>	Pavement reconstruction									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 31

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Kiowa County**

		Chg AC Cnvert Yr				Chg AC Cnvert Yr		Add		
KA-5763-01	BRRPL	\$355	2020	\$52	2024	\$103	2023	\$1,977	2025	\$2,487
ACSTP	A576301	\$284	80.00%			\$83	79.99%	\$1,582	79.99%	
	K	\$71	20.00%	\$52	100.00%	\$21	20.00%	\$395	20.00%	
<b>STP Future Conversion</b>		<b>\$284</b>	<b>2029</b>			<b>\$83</b>	<b>2029</b>	<b>\$1,579</b>	<b>2029</b>	

**County:** Kiowa      **Route:** U183      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #014 on US-183 in Kiowa County  
**Location:** Bridge #014 (East Fork Rattlesnake Creek) on US-183 in Kiowa County located 11.87 miles North of the Comanche County line  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Lincoln County

		Chg AC Cnvrt Yr				Chg AC Cnvrt Yr		Add		
KA-5713-01	BRRPL	\$104	2020	\$31	2024	\$16	2024	\$1,200	2024	\$1,351
	ACSTP A571301	\$83	80.00%			\$13	80.00%	\$960	80.00%	
	K	\$21	20.00%	\$31	100.00%	\$3	19.99%	\$240	20.00%	
	<b>STP Future Conversion</b>	<b>\$83</b>	<b>2029</b>			<b>\$25</b>	<b>2029</b>	<b>\$960</b>	<b>2029</b>	

**County:** Lincoln      **Route:** K018      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Bridge replacement in Lincoln County  
**Location:** K-18: Bridge #027 over Saline River Drainage located approximately 1 mile east of K-252  
**Scope:** Bridge replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 33

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Linn County**

						Chg Cost				
C-5081-01	BRRPL					\$2,520	2024		\$2,520	
	C0054					\$504	20.00%			
	STP C494322					\$2,016	79.99%			
<b>County:</b>	Linn	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Linn County									
<b>Location:</b>	Bridge located on E 2300 Rd, 1.0 mile N & 1.2 miles W of La Cygne, over BNSF Railroad									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 34

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Lyon County**

		Chg Cost				Chg Cost				
C-5188-01	GR	\$40	2022			\$1,371	2024		\$1,411	
	C0056	\$4	10.00%			\$137	10.00%			
	HSIP C518801	\$36	90.00%			\$1,234	89.99%			
<b>County:</b>	Lyon	<b>Route:</b>		<b>Total Length (Miles):</b>	10.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Safety Improvements in Lyon County									
<b>Location:</b>	Road F from North City Limits of Americus to US-56									
<b>Scope:</b>	Add rock shoulders and flatten ditch foreslope									

						Add				
KA-7271-01	EVCS					\$873	2024		\$873	
	NEVI A727101					\$644				
	OTHER					\$161				
	STATE					\$68				
<b>County:</b>	Lyon	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NEGOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LS-EVI
<b>Name:</b>	City of Emporia Flying J Store #658									
<b>Location:</b>	Flying J fueling and convenience store #658 along US-50 in the city of Emporia in Lyon county									
<b>Scope:</b>	Construction and installation of electric vehicle charging stations									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 35

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Marion County**

						Add				
C-5248-01	GRSU							\$1,463	2025	\$1,463
	C0057							\$663	45.31%	
	HSIP C524801							\$800	54.68%	
<b>County:</b>	Marion	<b>Route:</b>		<b>Total Length (Miles):</b>	6.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Safety Improvements in Marion County									
<b>Location:</b>	290th Road from K-15 to Nighthawk Road									
<b>Scope:</b>	Extend culverts and install turf shoulders									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 36

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Marshall County**

		Add		Add		Add		Add		
KA-7229-01	GDFC	\$29	2024	\$3	2025	\$6	2025	\$315	2026	\$352
	K	\$29	100.00%	\$3	100.00%	\$6	100.00%	\$315	100.00%	

**County:** Marshall      **Route:** U077      **Total Length (Miles):** 0.2      **Letting Type:** KDOT      **NHS Project:** Y      **Program-Sub:** MM-CLZ  
**Name:** Safety Improvements on US-77 in Marshall County  
**Location:** US-77: At one location beginning 0.10 miles east of Minnesota Avenue in the City of Waterville  
**Scope:** Upgrade guardrail

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**McPherson County**

		Add		Add		Add		Add		
KA-7223-01	GDFC	\$68	2024	\$7	2025	\$14	2026	\$753	2026	\$843
	K	\$68	100.00%	\$7	100.00%	\$14	100.00%	\$753	100.00%	

**County:** McPherson      **Route:** K153      **Total Length (Miles):** 0.2      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** MM-CLZ  
**Name:** Safety Improvements on K-153 in McPherson County  
**Location:** K-153: At one location beginning 0.08 miles south of McKinley Street in the City of McPherson  
**Scope:** Upgrade guardrail

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 38

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Meade County**

		Add		Add		Add		Add		
KA-7224-01	GDFC	\$72	2024	\$7	2026	\$14	2026	\$788	2027	\$881
	K	\$72	100.00%	\$7	100.00%	\$14	100.00%	\$788	100.00%	

**County:** Meade      **Route:** K098      **Total Length (Miles):** 0.2      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** MM-CLZ  
**Name:** Safety Improvements on K-98 in Meade County  
**Location:** K-98: At one location beginning 0.09 miles west of 20 Road  
**Scope:** Upgrade guardrail

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 39

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Montgomery County**

						Chg Cost				
C-5226-01	BRRPL					\$1,661	2024		\$1,661	
	C0063					\$171	10.28%			
	STATE					\$298	17.94%			
	STP C522601					\$1,192	71.77%			
<b>County:</b>	Montgomery	<b>Route:</b>		<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Montgomery County									
<b>Location:</b>	Bridge over Pumpkin Creek on 1800 Road located 1.5 miles E of Coffeyville									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Morris County

		Chg AC Cnvert Yr		Add		Add		
KA-6507-01	BRRPL	\$277	2022	\$64	2024	\$32	2024	\$373
	ACSTP A650701	\$222	79.99%			\$26	79.99%	
	K	\$55	20.00%	\$64	100.00%	\$6	20.00%	
	<b>STP Future Conversion</b>	<b>\$222</b>	<b>2029</b>			<b>\$26</b>	<b>2029</b>	

**County:** Morris      **Route:** U056      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #030 on US-56 in Morris County  
**Location:** Bridge #030 (Big John Creek) on US-56 in Morris County located 1.93 Miles East of East Junction K-177/US-56  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Nemaha County

		Chg AC Cnvert Yr				Chg AC Cnvert Yr		Add		
KA-5729-01	BRRPL	\$537	2020	\$161	2024	\$81	2024	\$6,178	2024	\$6,957
	ACSTP A572901	\$430	80.00%			\$64	80.00%	\$4,943	80.00%	
<b>BRF Future Conversion</b>						<b>\$64</b>	<b>2029</b>	<b>\$4,943</b>	<b>2029</b>	
	K	\$107	19.99%	\$161	100.00%	\$16	19.99%	\$1,236	19.99%	
<b>STP Future Conversion</b>		<b>\$430</b>	<b>2029</b>							

**County:** Nemaha      **Route:** K063      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #023 on K-63 in Nemaha County  
**Location:** Bridge #023 (Turkey Creek) on K-63 in Nemaha County located 7.64 miles North of West Junction US-36/K-63  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Ness County

		Add		Add		Add		Add		
KA-7225-01	GDFC	\$60	2024	\$6	2026	\$12	2026	\$657	2027	\$734
	K	\$60	100.00%	\$6	100.00%	\$12	100.00%	\$657	100.00%	
<b>County:</b> Ness		<b>Route:</b> K004		<b>Total Length (Miles):</b> 3.2		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> MM-CLZ
<b>Name:</b> Safety Improvements on K-4 in Ness County										
<b>Location:</b> K-4: At two locations beginning 0.64 miles west of X Road, east to 0.42 miles west of AA Road										
<b>Scope:</b> Upgrade guardrail										

		Add		Add		Add		Add		
KA-7226-01	GDFC	\$179	2024	\$18	2026	\$36	2026	\$1,968	2027	\$2,200
	K	\$179	100.00%	\$18	100.00%	\$36	100.00%	\$1,968	100.00%	
<b>County:</b> Ness		<b>Route:</b> K004		<b>Total Length (Miles):</b> 4.9		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> MM-CLZ
<b>Name:</b> Safety Improvements on K-4 in Ness County										
<b>Location:</b> K-4: At six locations beginning 0.45 miles east of County Road 565, east to 0.29 miles east of II Road										
<b>Scope:</b> Upgrade guardrail										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 43

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Pratt County**

		Add						Add		
C-5264-01	PAVMK	\$43	2024					\$394	2025	\$437
HSIP	C526401	\$43	100.00%					\$394	100.00%	
<b>County:</b>	Pratt	<b>Route:</b>		<b>Total Length (Miles):</b>	71.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Pavement Markings in Pratt County									
<b>Location:</b>	Paved Roads East of US-281									
<b>Scope:</b>	Pavement Markings									

								Add		
KA-7268-01	EVCS							\$1,107	2024	\$1,107
NEVI	A726801							\$885		
OTHER								\$221		
<b>County:</b>	Pratt	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NEGOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LS-EVI
<b>Name:</b>	City of Pratt Caseys store #3548									
<b>Location:</b>	Caseys fueling and convenience store #3548 along US-400 in the city of Pratt in Pratt county									
<b>Scope:</b>	Construction and installation of electric vehicle charging stations									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 44

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Rawlins County**

		Add						Add		
C-5256-01	SG	\$89	2024					\$480	2025	\$569
HSIP	C525601	\$89	100.00%					\$480	100.00%	
<b>County:</b>	Rawlins	<b>Route:</b>		<b>Total Length (Miles):</b>	109.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Signing in Rawlins County									
<b>Location:</b>	Major Collectors West of K-25									
<b>Scope:</b>	Signing									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 45

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Republic County**

						Add			
KA-7265-01	EVCS					\$887	2024		\$887
NEVI	A726501					\$710			
OTHER						\$177			
STATE						\$0			
<b>County:</b>	Republic	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NEGOT	<b>NHS Project:</b>	<b>Program-Sub:</b> LS-EVI
<b>Name:</b>	City of Belleville Loves Travel Stop #647								
<b>Location:</b>	Loves Travel Stop #647 fueling and convenience store along US-81 in the city of Belleville in Republic county								
<b>Scope:</b>	Construction and installation of electric vehicle charging stations								

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Rice County

		Add						Add		
C-5257-01	SG	\$49	2024					\$203	2025	\$252
HSIP	C525701	\$49	100.00%					\$203	100.00%	
<b>County:</b>	Rice	<b>Route:</b>		<b>Total Length (Miles):</b>	101.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Signing in Rice County									
<b>Location:</b>	Major Collectors West of K-14 and South of US-56									
<b>Scope:</b>	Signing									

		Chg AC Cnvt Yr				Chg AC Cnvt Yr		Add		
KA-5733-01	BRRPL	\$261	2020	\$52	2024	\$26	2024	\$2,001	2025	\$2,340
ACNHP	A573301	\$209	80.00%			\$21	80.00%	\$1,601	80.00%	
	K	\$52	20.00%	\$52	100.00%	\$5	20.00%	\$400	20.00%	
<b>NHPP Future Conversion</b>		<b>\$209</b>	<b>2029</b>			<b>\$21</b>	<b>2029</b>	<b>\$1,601</b>	<b>2029</b>	
<b>County:</b>	Rice	<b>Route:</b>	U056	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b> SM-PBR
<b>Name:</b>	Replace Bridge #001 on US-56 in Rice County									
<b>Location:</b>	Bridge #001 (Spring Creek Drainage) on US-56 in Rice County located 6.85 miles East of the Barton County line									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 47

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg Cost		Add		Add				

KA-6514-01	BRRPL	\$279	2022	\$56	2024	\$28	2024			\$362
ACSTP	A651401	\$223	79.99%			\$22	80.00%			
	K	\$56	20.00%	\$56	100.00%	\$6	19.99%			
<b>STP Future Conversion</b>		<b>\$223</b>	<b>2029</b>			<b>\$22</b>	<b>2029</b>			

**County:** Rice      **Route:** K004      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #019 on K-4 in Rice County  
**Location:** Bridge #019 (Calf Creek) on K-4 in Rice County located 1.4 Miles East of the Barton County Line  
**Scope:** Bridge Replacement

		Chg Cost		Add		Add				
--	--	----------	--	-----	--	-----	--	--	--	--

KA-6515-01	BRRPL	\$159	2022	\$32	2024	\$16	2024			\$207
ACSTP	A651501	\$127	80.00%			\$13	80.00%			
	K	\$32	20.00%	\$32	100.00%	\$3	19.99%			
<b>STP Future Conversion</b>		<b>\$127</b>	<b>2029</b>			<b>\$13</b>	<b>2029</b>			

**County:** Rice      **Route:** K004      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #020 on K-4 in Rice County  
**Location:** Bridge #020 (Calf Creek Drainage) on K-4 in Rice County located 1.88 Miles East of the Barton County Line  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 48

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
		Chg Cost		Add		Add				

KA-6516-01	BRRPL	\$451	2022	\$90	2024	\$45	2025			\$586
ACSTP	A651601	\$361	80.00%			\$36	80.00%			
	K	\$90	19.99%	\$90	100.00%	\$9	20.00%			
<b>STP Future Conversion</b>		<b>\$361</b>	<b>2029</b>			<b>\$36</b>	<b>2029</b>			

**County:** Rice      **Route:** K004      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #028 on K-4 in Rice County  
**Location:** Bridge #028 (Little Cow Creek) on K-4 in Rice County located 13.35 Miles East of the Barton County Line  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 49

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Rooks County**

		Chg Cost				Chg Cost			
KA-6451-01	GRSU	\$104	2024			\$2,645	2025		\$2,750
ACSTP	A645101					\$2,116	80.00%		
K		\$104	100.00%						
STATE						\$529	19.99%		
<b>STP Future Conversion</b>						<b>\$2,116</b>	<b>2024</b>		

**County:** Rooks      **Route:** U024      **Total Length (Miles):** 0.3      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** LC-K2R  
**Name:** Pavement Reconstruction in Stockton  
**Location:** Main Street from Elm Street to Pleasant Street  
**Scope:** Pavement replacement with pedestrian and curb and gutter improvements

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 50

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Rush County**

		Chg AC Cnvert Yr				Chg AC Cnvert Yr		Add		
KA-5735-01	BRRPL	\$291	2020	\$58	2024	\$29	2024	\$2,232	2025	\$2,610
	ACSTP A573501	\$233	80.00%			\$23	80.00%	\$1,785	80.00%	
	K	\$58	20.00%	\$58	100.00%	\$6	20.00%	\$446	20.00%	
	<b>STP Future Conversion</b>	<b>\$233</b>	<b>2029</b>			<b>\$23</b>	<b>2029</b>	<b>\$1,785</b>	<b>2029</b>	

**County:** Rush      **Route:** U183      **Total Length (Miles):** 0.0      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** SM-PBR  
**Name:** Replace Bridge #003 on US-183 in Rush County  
**Location:** Bridge #003 (Walnut Creek Drainage) on US-183 in Rush County located 0.05 miles North of Cherry Street in the city of Rush Center  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Russell County**

						Add					
C-5277-01	BRRPL					\$845	2025		\$845		
	C0084					\$42	4.99%				
	K					\$803	95.00%				
<b>County:</b>	Russell	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	LC-LBT
<b>Name:</b>	Bridge Replacement in Russell County										
<b>Location:</b>	Bridge over Landon Creek on 182nd Street located 11.0 miles S and 2.0 miles W of Russell										
<b>Scope:</b>	Bridge Replacement										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

## Kansas STIP January Amendment -as of 12-20-2023

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

### Saline County

		Add								
KA-7019-01	BRRPL	\$881	2024							\$881
ACBRF	A701901	\$793	89.99%							
<b>BRF Future Conversion</b>		<b>\$793</b>	<b>2031</b>							
K		\$88	10.00%							

**County:** Saline      **Route:** I135      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** Y      **Program-Sub:** SM-PBR  
**Name:** Replace bridge #039 on I-135 in Saline County  
**Location:** I-135 Southbound: bridge #039 over I-70 located at the I-70/I-135 Southbound Junction  
**Scope:** Bridge Replacement

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 53

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Sheridan County**

		Add					Add				
C-5259-01	SG	\$80	2024				\$369	2025	\$449		
HSIP	C525901	\$80	100.00%				\$369	100.00%			
<b>County:</b>	Sheridan	<b>Route:</b>		<b>Total Length (Miles):</b>	272.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	LC-RES
<b>Name:</b>	Signing in Sheridan County										
<b>Location:</b>	All Major Collectors, Minor Collectors and Paved Local Roads										
<b>Scope:</b>	Signing										

							Add				
C-5298-01	BRRPL						\$938	2025	\$938		
BRO	C529801						\$938	100.00%			
<b>County:</b>	Sheridan	<b>Route:</b>		<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	LC-RES
<b>Name:</b>	Bridge Replacement in Sheridan County										
<b>Location:</b>	Bridge over Saline River on S Road 125 E located 14.9 miles S and 12.5 miles E of Hoxie										
<b>Scope:</b>	Bridge Replacement										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 54

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Sherman County**

						Add				
C-5294-01	BRRPL					\$457	2025			\$457
STATE						\$91	20.00%			
STP	C529401					\$366	80.00%			
<b>County:</b>	Sherman	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Sherman County									
<b>Location:</b>	Bridge over Tributary to S Fork of Sappa Creek on Road 32 located 1.4 miles N and 3.0 miles E of Edson									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 55

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Thomas County**

		Add		Add		Add		Add		
KA-7221-01	GDFC	\$29	2024	\$3	2025	\$6	2025	\$315	2026	\$352
	K	\$29	100.00%	\$3	100.00%	\$6	100.00%	\$315	100.00%	

**County:** Thomas      **Route:** U024      **Total Length (Miles):** 0.2      **Letting Type:** KDOT      **NHS Project:** N      **Program-Sub:** MM-CLZ  
**Name:** Safety Improvements on US-24 in Thomas County  
**Location:** US-24: At one location beginning 0.24 miles east of County Road 17  
**Scope:** Upgrade guardrail

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 56

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Trego County**

						Add				
C-5291-01	BRRPL					\$812	2025		\$812	
STATE						\$162	20.00%			
STP	C529101					\$650	80.00%			
<b>County:</b>	Trego	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Trego County									
<b>Location:</b>	Bridge over Sand Creek on EE Road located 13.0 miles S and 5.6 miles W of Trego Center									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 57

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Washington County**

						Add				
C-5296-01	BRRPL							\$1,045	2025	\$1,045
	BRO C529601							\$1,000	95.69%	
	C0101							\$45	4.30%	
<b>County:</b>	Washington	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b> LC-RES
<b>Name:</b>	Bridge Replacement in Washington County									
<b>Location:</b>	Bridge over Little Blue River Tributary on W Washington Street located in Hanover									
<b>Scope:</b>	Bridge Replacement									

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 58

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Wilson County**

		Chg Cost		Chg Cost		Chg Cost		Chg Cost		
KA-6782-01	BRRPR	\$674	2022	\$45	2024	\$22	2024	\$5,170	2025	\$5,912
	ACNHP A678201	\$540	79.99%					\$4,136	79.99%	
	K	\$135	20.00%	\$45	100.00%	\$22	100.00%	\$1,034	20.00%	
	<b>NHPP Future Conversion</b>	<b>\$540</b>	<b>2027</b>					<b>\$4,136</b>	<b>2027</b>	
<b>County:</b> Wilson		<b>Route:</b> U075		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> Y		<b>Program-Sub:</b> SM-PCR
<b>Name:</b> Bridge Repair #034 & #530 on US-75 in Wilson County										
<b>Location:</b> US-75: Bridge #034 (Verdigris River) located 2.3 Miles North of North Junction US-400/US-75 and Culvert #530 (Verdigris River Drainage) located 2.1 Miles East of US-75/US-40										
<b>Scope:</b> Patch Deck and Overlay and Replace Culvert										

								Add		
KA-7270-01	EVCS							\$1,070	2024	\$1,070
	NEVI A727001							\$856		
	OTHER							\$214		
<b>County:</b> Wilson		<b>Route:</b>		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> NEGOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> LS-EVI
<b>Name:</b> City of Fredonia Petes Store #47										
<b>Location:</b> Petes fueling and convenience store #47 along US-400 in the city of Fredonia in Wilson county										
<b>Scope:</b> Construction and installation of electric vehicle charging stations										

# FFY 2024 - 2027 State Transportation Improvement Program Amendment List

All Dollar Amounts in \$1,000's, some totals may not sum due to rounding of dollars

**Kansas STIP January Amendment** -as of 12-20-2023

Page 59

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
		Disposition		Disposition		Disposition		Disposition		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Statewide County**

		Add					
--	--	-----	--	--	--	--	--

K-5645-25	PE	\$1,571	2024							\$1,571
CMQ	K564525	\$1,256	80.00%							
OTHER		\$314	20.00%							

**County:** Statewide      **Route:**      **Total Length (Miles):** 0.0      **Letting Type:** NONE      **NHS Project:** N      **Program-Sub:** SE-ITS  
**Name:** Motorist Assistance Program Fiscal Year 2025  
**Location:** Kansas City, Topeka, Wichita and Salina metro areas  
**Scope:** Assist stranded motorists

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**Administrative Modification #2  
(as of 12/20/2023) to the  
Kansas FFY 2024-2027 STIP**

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The attached administrative modification to the Kansas FFY 2024-2027 Statewide Improvement Program (STIP) updates the Federal Lands & Tribal Transportation Programs and the Metropolitan Transportation Improvement Programs narrative sections of the STIP.

The Federal Lands & Tribal Transportation Programs narrative was updated for revised links, information, and updated project lists for the Federal Lands TIP for 2024-2027 and the Tribal Transportation Program TIP for 2023.

Additionally, the Metropolitan Transportation Improvement Programs narrative was updated to include the most recent TIP information for Mid-America Regional Council.

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## FEDERAL LANDS & TRIBAL TRANSPORTATION PROGRAMS

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The Office of Federal Lands Highway (FLH) administers a coordinated program of federal public roads and bridges, to protect and enhance our Nation's natural resources, and to provide needed transportation access for Native Americans. FLH was established in 1983 and functions to provide apportioned and allocated funding resources, as well as technical engineering services, for transportation needs of both the Federal and Tribal lands.

Under the new transportation act Bipartisan Infrastructure Law (BIL) enacted November 15, 2021, the three core programs, the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP) and the Tribal Transportation Program (TTP), continue ensuring that all federally owned public roads and tribal transportation facilities are treated under uniform policies in a manner similar to those in effect for federal-aid highways and other public transportation and transportation related facilities. The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program established under the FAST Act is continued, with some minor changes in requirements, under BIL with approximately \$220 million in funds for FFY 2023-2026. Project size requirement for eligible projects has been reduced from \$25 million to \$12.5 million and federal

share for Tribal projects has increased to 100 percent. Federal Lands projects may now use U.S.C. Title 23 and Title 49 funds for the non-federal share. The goal of the program remains unchanged: to provide funding for nationally significant construction, reconstruction, and rehabilitation projects on Federal or Tribal lands. Additionally, the split of projects selected must be equal between Tribal and Federal lands projects. Further, at least one Federal lands project undertaken must be selected in a portion of the National Park System that receives 3 million or more visitors each year.

Only minor changes were made in BIL to the FLTP, with most of the changes made to the program in the FAST Act left largely intact. The FLTP program remains funded with a mix of allocated and competitive funding. Prior to the distribution of funds, 20 percent (up from 5 percent under the FAST Act) of the combined FLTP and FLAP program funding is set aside for transportation planning and related functions associated with the Tribal and Federal land management agencies. As in the FAST Act, under BIL, designated agencies continue to receive funding in apportioned amounts. For 2023-2026 the apportioned funding is distributed in the following manner, \$1.399 billion is apportioned to the National Park Service, \$106 million

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is allotted to the United States Department of Agriculture (USDA) Forest Service; and \$180 million is reserved for the United States (US) Fish and Wildlife Service. Additionally, BIL further requires that each Federal agency eligible to compete for FLTP discretionary funds receive a minimum of \$7 million in each year of FFY 2023-2026. Funds remaining after the apportioned distributions will be awarded competitively among any qualifying agency. Funding is provided for several categories of FLTP projects that improve access within national forests and national recreational areas, as well as infrastructure owned by the Federal government. BIL, like the FAST Act, retains the core programs and eligibilities with the federal funding participation remaining 100 percent for all projects that provide access to or within Federal land.

The goals of the FLAP program remain unchanged with the focus of the program to improve access to infrastructures owned by states and local public authorities (LPAs). Under BIL, new eligibilities have been added for context-sensitive solutions, interpretive panels in or adjacent to parking areas, wayfinding markers, cooperative mitigation of visual blight, landscaping with an emphasis on native plants and designs that minimize water runoff and heat generation. Further, under BIL, the amount set aside for planning functions was increased from 5 percent to 20 percent of the combined annual FLTP and FLAP fund amounts, and the federal match was increased to 100 percent, eliminating the need for

states to provide a non-federal match to use the program funds. At this time, Kansas receives no FLAP funding and does not program any Federal lands projects. Instead, all projects within Federal lands in the state are selected and managed by the Central Federal Lands Division of the Office of Federal Lands.

The third core program, the Tribal Transportation Program (TTP), has had some key changes under BIL. The first change being the removal of the Tribal Transportation Bridge (TTB) program from the TTP. The tribal bridge projects are now funded as set-asides of both the Bridge Investment Program and the Bridge Formula Program. The TTB apportioned funding from the Bridge Investment Program is \$100 million in contract authority from the HTF and \$100 million in advance appropriations from the GF for FFY 2022-2026. Additionally, \$825 million is available in advance appropriations from the GF over FFY 2022-2026 from the Bridge Formula Program. Other significant provisions include \$45 million in contract authority for the Tribal High Priority Projects program and an increase in the Safety Fund set-aside from 2 percent to 4 percent.

### **Federal Lands Highway Projects**

A Federal Lands TIP is in place covering the years 2024-2027. In the 2024-2027 TIP, there are four projects planned or under construction in Kansas. When future updates are made to the Federal Lands TIP, the updated TIP will be added to KDOT's STIP using the

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amendment/administrative modification process. The FLHP is administered by the Office of Federal Lands Highway, which is divided into three regions-Western, Central and Eastern. The Central Federal Lands Highway Division (CFLHD) is responsible for the administration of projects in Kansas. To learn more about the FLH projects and their programs, visit the website at the following link: <http://flh.fhwa.dot.gov/>. For information about the CFLHD and to view the TIP with Kansas projects visit the following link: <https://highways.dot.gov/sites/fhwa.dot.gov/files/cfl-tip-fy-2024-2027.pdf>. Additionally, following this program discussion is an excerpt of the current TIP for the CFLHD, listing the projects committed in Kansas.

### **Tribal Transportation Projects**

Four Tribal Nations have reservations contained or partially contained within the State of Kansas. These Nations receive federal funding for roads and bridges from the programs outlined above. The funds for the Tribal lands are administered jointly by the Bureau of Indian Affairs (BIA)-Division of Transportation and the Office of Federal Lands Highway. To learn more about the BIA, visit their website at the following link: <http://www.bia.gov/>. For more information about Tribal TTPs and upcoming projects, visit the following link for the TTIP in place for tribes in Kansas: [\[ages/TTP%20STIP%20for%20Kansas.pdf\]\(#\). Kansas tribes are part of the Southern Plains BIA region.](https://highways.dot.gov/sites/fhwa.dot.gov/files/im-</a></p></div><div data-bbox=)

The four Tribal Nations in Kansas are:

***Prairie Band of Potawatomi Indians,***  
**located in Jackson County, Kansas**

***Kickapoo Nation of Kansas,***  
**located in Brown County, Kansas**

***Sac and Fox Nation of Missouri,***  
**located in Brown County, Kansas and  
Richardson County, Nebraska**

***Iowa Tribe of Kansas and Nebraska,***  
**located in Brown County, Kansas,  
Doniphan County, Kansas and  
Richardson County, Nebraska**

The 2023 TTIP covers the years 2023-2027 and is the most current TIP in place for the Tribal Nations in the State of Kansas. Only Sac & Fox Nation of Missouri has projects in the 2023 TTIP with a total of six projects planned. Following this discussion is the most recent TTIP project list in place for the Kansas Nations grouped by nation.

When updates are made throughout the year to the Tribal TIP(s), the updates will be integrated into KDOT's STIP via an administrative modification and the STIP amendment process.



**Transportation Improvement Program  
FY 2024 to FY 2027  
Central Federal Lands Highway Division  
Federal Highway Administration**

Apprvd by CFL Dir. of Business Operations:

**JUDY SALOMONSON**  
Digitally signed by JUDY SALOMONSON  
Date: 2023.11.08 08:23:44 -07'00'

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
<b>Arizona</b>													
AZ FLAP NAV FR136(1) JOE TANK ROAD	2024	AZ	Navajo	Apache-Sitegraves NF	Pulverize .31 miles of existing street; move ditches back to widen roadway to a consistent 28 foot width; compace existing base and install new asphalt with a layer of aggregate base course and 3in asphalt overlay. Install 2ft ribbon curb along both sides of the new pavement to preserve roadway integrity.	4R	FLAP - CFL	\$2,700,000	Title 23	CFL	Construction	AZ-1	FS-03-SW
AZ FTNP GRCA 14(1) NORTH ENTRANCE ROAD	2024	AZ	Coconino	Grand Canyon NP	Rehabilitate Asphalt Surface of North Entrance Road RT 014	3R	FLTP - NPS	\$0	Title 23	CFL	Construction	AZ-1	NPS-IMR
AZ FTNP LAKE 113(2) WILLOW BEACH ROAD	2024	AZ	Mohave	Lake Mead NRA	Rehab willow beach access road	3R	FLTP - NPS	\$22,486,300	Title 23	CFL	Construction	AZ-4	NPS-PWR
AZ/NV BR LCDO DAVIS DAM (2) DAVIS DAM & HOOVER DAM LOWER PORTAL	2024	AZ	Mohave	Lower Colorado DO	Davis Dam Visitor Parking and Access Road - 0.4 miles of road, 1 parking lot, paved road rehabilitation Hoover Dam Lower Portal Road - Updated guardrail, replacement of rock barrier with new guardrail, and drainage and erosion control	3R	FLTP - BOR	\$1,290,140	Title 23	CFL	Construction	AZ-1	BOR-LowCO
AZ FLAP PIM FR510(1) SABINO CANYON PARK ROAD	2025	AZ	Pima	Coronado NF	The proposed improvements consist of a new 75 stall paved parking lot and 21 paved on-street parking stalls located on USFS lands; a kiosk for AZ Trail information located at the parking lot & a public restroom located on Pima County owned R/W near the existing Pima County sewage treatment facility.	4R	FLAP - CFL	\$6,600,000	Title 23	CFL	In design	AZ-2	FS-03-SW
AZ FLAP PIN FR77(1) EAST PERALTA ROAD	2025	AZ	Pinal	BLM Lower Sonoran Sites, Tonto NF	6.10 miles of road reconstruction accessing BLM lands and Peralta Trailhead	4R	FLAP - CFL	\$16,500,000	Title 23	CFL	In design	AZ-1	BLM-AZ;FS-03-SW
AZ FS 289(1) AZ NFSR 289 Bridge Replacement	2025	AZ	Coconino	Tonto NF	Replace existing structure to accommodate vehicle and pedestrian use; rework adjacent areas to provide adequate delineated parking	BR	FLTP - FS	\$3,000,000	Title 23	CFL	In design	AZ-4	FS-03-SW
AZ BL COLO 7528(1) BURRO CREEK ROAD	2026	AZ	Mohave	Kingman FO	Rehabilitate 1.3 miles paved and 0.6 miles aggregate road	3R	FLTP - BLM	\$2,500,000	Title 23	CFL	In design	AZ-1	BLM-AZ



**Transportation Improvement Program  
FY 2024 to FY 2027  
Central Federal Lands Highway Division  
Federal Highway Administration**

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
CO FTNP GRSA 306582 Construct Roads and Parking to Address Congestion	2026	CO	Saguache & Alamosa	Great Sand Dunes NP	Enhance visitor recreational access, improve safety & congestion by increasing parking capacity and constructing a new entrance station and overlook rest stop.	4R	FLTP - NPS	\$16,843,200	Title 23	NPS	Planned	CO-3	NPS-IMR
<b>Hawaii</b>													
HI FLAP CR 562(1) KILAUEA PT	2024	HI	Kauai	Kilauea Point NWR	Roadway and parking improvements	4R	FLAP - CFL	\$12,635,000	Title 23	CFL	Construction	HI-2	FWS-1-Pac
HI FLAP DOT PP 378(1) HALEAKALA CRATER ROAD PAVE PRES	2025	HI	Maui	Haleakala NP, USFS, BOR	Pavement preservation of 10.15 miles of Haleakala Crater Road.	1R	FLAP - CFL	\$1,500,000	Title 23	state	Planned	HI-2	BOR-MidPac;FS-05-PacSW;NPS-PWR
<b>Kansas</b>													
KS FLAP MIA 253(1) HILLSDALE LAKE ACCESS	2024	KS	Miami	Hillsdale Lake	Rehabilitate and Pave .75 miles of 253rd Street and Orleans Road.	3R	FLAP - CFL	\$1,340,000	Title 23	CFL	Construction	KS-2	USACE-NW
KS FW FLH (1) Hartford Marsh Road Drainage	2024	KS	Lyon	Flint Hills NWR	Replace existing low water crossing with box culvert	Spot	FLTP - FWS	\$150,000	Title 23	CFL	In design	KS-1	FWS-6-MtPr
KS NP BRVB 325006 RECONSTRUCT PARKING LOT	2024	KS	Shawnee	Brown v. Board Of Education NHS	Route 0900. Reconstruction of parking area	3R	FLTP - NPS	\$150,000	Title 23	NPS	Construction	KS-2	NPS-MWR
KS FLAP RSL 15(1) HELL CREEK BRIDGE REPAIR	2027	KS	Russell	Wilson Lake, USACE	Bridge Repair	BR	FLAP - CFL	\$2,400,000	Title 23	state	In design	KS-1	USACE-NW
<b>Nebraska</b>													
NE FLAP DOT 86B(1) MIDDLE LOUP RIVER BRIDGE	2026	NE	Thomas	Halsey NF	Bridge replacement	BR	FLAP - CFL	\$1,500,000	Title 23	state	Planned	NE-1	FS-02-RM
<b>Nevada</b>													
NV FLAP 400(1) LOGANDALE TRAILS ACCESS ROAD	2024	NV	Clark	Las Vegas Field Office	Reconstruct and pave 3.25 miles of Logandale Trails Access Road.	3R	FLAP - CFL	\$10,300,000	Title 23	CFL	Construction	NV-4	BLM-NV
NV FLAP 500(1) RED ROCK TRAIL	2024	NV	Clark	Las Vegas Field Office, Red Rock Canyon NCA	Construct paved multi-use trail from Summerlin to Red Rock Visitor Center.	Trail	FLAP - CFL	\$27,355,000	Title 23	CFL	Construction	NV-3	BLM-NV
NV FTNP LAKE 237(2) COTTONWOOD COVE ACCESS ROAD	2024	NV	Clark	Lake Mead NRA	Rehab cottonwood cove access road	4R	FLTP - NPS	\$39,300,334	Title 23	CFL	Construction	NV-3	NPS-PWR



Office of Federal Lands Highway  
US Department of Transportation - Federal Highway Administration

**Tribal Transportation Program  
Transportation Improvement Program**

*State of*

# **Kansas**

## Tribal Transportation Program Transportation Improvement Program 2023

This report includes all construction projects on current approved Tribal TIPs in this State.



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = B-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2023  
 FHWA Approved Date 01-MAY-23 Funding Amount 159,618

**FIRST PAGE FOR CSTIP**

State 20 - Kansas Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location B04863 - Sac & Fox Nation Of Missouri Covers that part of the reservation within the current state.

		Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	Total
PCAS	B0422631	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Sac & Fox KS Program Management	CE	0	0	0	0	0	0
County	043 - Doniphan	Z	40,000	40,000	30,000	30,000	0	140,000
Project Type	PLANING	Total	40,000	40,000	30,000	30,000	0	140,000
Work Type	P10							
PCAS	B0422633	PE	0	0	0	0	0	0
Class	R	CONS	0	0	0	0	0	0
Name	Longspur Road Route 0710	CE	0	0	0	0	0	0
County	013 - Brown	Z	0	50,000	0	0	0	50,000
Project Type	RDMAINT	Total	0	50,000	0	0	0	50,000
Work Type	S4							
PCAS	B0422634	PE	0	0	0	0	0	0
Class	R	CONS	0	0	65,000	0	0	65,000
Name	Truck Stop Entry Drive	CE	0	0	0	0	0	0
County	013 - Brown	Z	0	0	0	0	0	0
Project Type	RECONS	Total	0	0	65,000	0	0	65,000
Work Type	8							
PCAS	B0422635	PE	0	0	0	0	0	0
Class	R	CONS	0	0	0	0	0	0
Name	Chip Seal Route 702	CE	0	0	0	0	0	0
County	013 - Brown	Z	50,000	0	0	0	0	50,000
Project Type	RDMAINT	Total	50,000	0	0	0	0	50,000
Work Type	S4							
PCAS	B042263M	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Sac & Fox KS Road Maintenance	CE	0	0	0	0	0	0
County	043 - Doniphan	Z	69,618	50,000	50,000	50,000	0	219,618
Project Type	RDMAINT	Total	69,618	50,000	50,000	50,000	0	219,618
Work Type	RM							
PCAS	B042263P	PE	0	15,000	0	0	0	15,000
Class	O	CONS	0	0	0	0	0	0
Name	Long Range Transportation Plan	CE	0	0	0	0	0	0
County	043 - Doniphan	Z	0	0	0	0	0	0
Project Type	PLANING	Total	0	15,000	0	0	0	15,000
Work Type	P9							
<b>Location Subtotal</b>			159,618	155,000	145,000	80,000	0	539,618
<b>State Subtotal</b>			159,618	155,000	145,000	80,000	0	539,618



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = B-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



<b>Entity Name</b>	B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)		
<b>Program Class Code</b>	6V1		
<b>CSTIP Type</b>	TIP	<b>Fiscal Year</b>	2023
	01-MAY-23	<b>Funding Amount</b>	159,618

**State** 31 - Nebraska **Projects on the CSTIP with this state are listed and subtotaed in this section**  
**Location** B04863 - Sac & Fox Nation Of Missouri **Covers that part of the reservation within the current state.**

	PCAS	Class	Name	County	Project Type	Work Type	Phase	FY 2023 (\$)					Total
								FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	
	B0422632	R	Route 696 Margrave Access Road	147 - Richardson	REHAB	S4	PE	0	0	20,000	0	0	20,000
							CONS	0	0	0	80,000	0	80,000
							CE	0	0	0	0	0	0
							Z	0	0	0	0	0	0
							<b>Total</b>	0	0	20,000	80,000	0	100,000
<b>Location Subtotal</b>								0	0	20,000	80,000	0	100,000
<b>State Subtotal</b>								0	0	20,000	80,000	0	100,000
<b>CSTIP Subtotal</b>								159,618	155,000	165,000	160,000	0	639,618

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## METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

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Under Title 23 of the United States Code pertaining to transportation, communities with population greater than 50,000 are required to have a Metropolitan Planning Organization (MPO). The MPOs are responsible for coordinating transportation planning efforts in their region. The six Kansas MPOs are: the Mid-America Regional Council (covers the bi-state Kansas City metropolitan area), the Lawrence-Douglas County Metropolitan Planning Organization, the Wichita Area Metropolitan Planning Organization, the Metropolitan Topeka Planning Organization, the Flint Hills Metropolitan Planning Organization (covers Manhattan, Ogden, Junction City, Wamego, St. George and Grandview Plaza), and the St. Joseph Area Transportation Study Organization (covers the bi-state area of the St. Joseph, Missouri metropolitan area including Elwood/Wathena, Kansas).

The planning process by the MPOs encompasses all modes of transportation and covers both short-range and long-range transportation planning. MPO plans and programs are reviewed and approved by the Federal Highway Administration and the Federal Transit Administration. The role of the MPO is to coordinate the transportation planning activities within their region. This includes serving as a liaison between local

communities, their citizens, and the state departments of transportation. MPOs help determine how and where available state and federal dollars for transportation improvements will be spent. As defined by federal and state transportation regulations, the primary functions of the MPO are to:

- Establish the goals, objectives and policies governing transportation planning in the region.
- Approve an annual Unified Planning Work Program (UPWP) and budget.
- Direct the preparation and adoption of the Metropolitan Transportation Plan (MTP) goals, objectives, and priorities.
- Program projects for implementation through the adoption of the Transportation Improvement Program (TIP).
- Dependent on attainment status: perform the air quality conformity determination for the TIP and MTP.

Projects within each MPO are incorporated in the Kansas STIP by reference of the TIP each MPO has in place. To view specific MPO project information and cost, follow the links pro-

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vided below to each MPO TIP. In addition to TIP information, contact information and currently adopted MTP information, is provided. As MPOs adopt new TIPs or MTPs, all new documents will be amended into the STIP using the amendment process.

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**Mid-America Regional Council  
(MARC)  
Kansas City Metropolitan Area**

*FFY 2024-2028  
Transportation Improvement Program*

- Approval by MARC on October 24, 2023
- Approval by KDOT on November 2, 2023
- Approval by FHWA/ FTA on November 15, 2023

Link to current TIP:

<https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):  
*“Connected KC 2050”*

- Approval Date: June 23, 2020
- Expiration Date: June 23, 2025

Link to current MTP: <https://connect-edkc.org/>

Contact Information:

MARC  
600 Broadway Blvd., Suite 200  
Kansas City, MO 64105  
Telephone: 816-474-4240  
[www.marc.org/transportation/](http://www.marc.org/transportation/)  
Email: [transportation@marc.org](mailto:transportation@marc.org)

**Wichita Area Metropolitan Planning  
Organization (WAMPO)  
Wichita Metropolitan Area**

*FFY 2023-2026  
Transportation Improvement Program*

- Approval by WAMPO on August 9, 2022
- Approval by KDOT on September 8, 2022
- Approval by FHWA/FTA on September 9, 2022

Link to current TIP:

<https://www.wampo.org/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):  
*“Reimagined Move 2040”*

- Approval Date: June 9, 2020
- Expiration Date: June 9, 2025

Link to current MTP:

<https://www.wampo.org/metropolitan-transportation-plan-mt>

Contact Information:

WAMPO  
271 W 3<sup>rd</sup> Street, Suite 208  
Wichita, KS 67202  
Telephone: 316-779-1321  
[https://www.wampo.org/](http://www.wampo.org/)  
Email: [wampo@wampo.org](mailto:wampo@wampo.org)

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**Metropolitan Topeka Planning  
Organization (MTPO)  
Topeka Metropolitan Area**

*FFY 2021-2024*

*Transportation Improvement Program*

- Approval by MTPO on October 29, 2020
- Approval by KDOT on March 4, 2021
- Approval by FHWA/FTA on March 5, 2021

Link to current TIP: <https://topekampo.org/tip/>

Metropolitan Transportation Plan (MTP):  
*“Futures 2045 ”*

- Approval Date: June 23, 2022
- Expiration Date: June 22, 2027

Link to current MTP: <https://topekampo.org/futures-2045/>

Contact Information:

MTPO

620 SE Madison Street

Topeka, KS 66607

Telephone: 785-368-3728

<https://topekampo.org/>

Email: [cscroggins@topeka.org](mailto:cscroggins@topeka.org)

**Lawrence-Douglas County  
Metropolitan Planning Organization  
(L-DC MPO)**

**Lawrence & Douglas County Area**

*FY 2023-2026*

*Transportation Improvement Program  
For the Lawrence Urbanized Area*

- Approval by the L-DC MPO on October 27, 2022
- Approval by KDOT on October 27, 2022
- Approval by FHWA/FTA on November 8, 2022

Link to current TIP: <https://lawrenceks.org/mpo/tip/>

Metropolitan Transportation Plan (MTP):  
*“Transportation 2050”*

- Approval Date: March 16, 2023
- Expiration Date: March 15, 2028

Link to current MTP:

<https://lawrenceks.org/mpo/t2040/>

Contact Information:

Transportation Planning/L-DC MPO

City Hall Riverfront, 1 Riverfront Plaza,  
Suite 320

PO Box 708

Lawrence, KS 66044

Telephone: 785-832-3165

<https://lawrenceks.org/mpo/>

Email: [jmortinger@lawrenceks.org](mailto:jmortinger@lawrenceks.org)

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**Flint Hills Metropolitan Planning  
Organization (FHMPO)  
Manhattan Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program:*

- Approval by FHMPO on August 16, 2023
- Approval by KDOT on September 7, 2023
- Approval by FHWA/FTA on September 15, 2023

Link to current TIP:

<https://www.flinthillsmpto.org/tip>

Metropolitan Transportation Plan (MTP):  
*“Connect 2040”*

- Approval Date: December 2, 2020
- Expiration Date: December 2, 2025

Link to current MTP:

<https://www.flinthillsmpto.org/connect2040>

Contact Information:

Flint Hills MPO

206 Southwind Place, Ste. 2B

Manhattan, KS 66503

Telephone: 785-620-3070

<https://www.flinthillsmpto.org/>

Email: [tremblay@flinthillsmpto.org](mailto:tremblay@flinthillsmpto.org)

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**St. Joseph Area Transportation Study  
Organization (SJATSO)  
St. Joseph Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program:*

- Approval by SJATSO on June 23, 2023
- Approval by KDOT on June 27, 2023
- Approval by FHWA/FTA on July 12, 2023

Link to current TIP: <https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Metropolitan Transportation Plan (MTP):  
*“2045 St. Joseph Metropolitan Transportation Plan”*

- Approval Date: November 21, 2019
- Expiration Date: November 21, 2024

Link to current MTP:

<https://www.stjosephmo.gov/DocumentCenter/View/15524/2045-MTPPhmo.gov>

Contact Information:

SJATSO

1100 Frederick Avenue, Room 202

St. Joseph, MO 64501

Telephone: 816-271-4653

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Email: [cgallagher@stjosephmo.org](mailto:cgallagher@stjosephmo.org)



1 Riverfront Plaza, Suite 320  
P.O. Box 708  
Lawrence, KS 66044

[www.lawrenceks.org/pds](http://www.lawrenceks.org/pds)

Phone 785-832-7700  
Tdd 785-832-3205  
Fax 785-832-3110

December 18, 2023

Mike Moriarty  
Bureau Chief  
Kansas Department of Transportation  
Bureau of Transportation Planning  
700 SW Harrison  
Topeka, KS 66603

Dear Mr. Moriarty:

On December 14th, 2023, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) approved Amendment #5 to the 2023-2026 Transportation Improvement Program. These TIP changes were recommended for approval by the L-DC MPO Technical Advisory Committee on December 5th, 2023. This amendment includes the addition and updates to projects from the City of Lawrence and KDOT. No public comments were received during the 15-day public comment period.

The MPO approved amended TIP and a summary of amendment changes is enclosed with this letter. They can also be found at: <https://lawrenceks.org/mpo/tip>.

I would appreciate if you could review and approve this TIP Amendment and forward a copy of this document to the Federal Transit Administration and Federal Highway Administration for their approval. If you have any questions concerning this revised TIP please call me at (785) 832-3155.

Sincerely,

Cece Riley  
Transportation Planner II

Enclosures: 2023-2026 TIP Amendment #5  
Summary of Amendment Changes

cc: Daniel Nguyen, FTA  
Matt McDonald, FHWA



## **2023-2026 Transportation Improvement Program – Amendment #5 and Program of Projects for the Lawrence Transit System**

The 15-day public comment period for this TIP Amendment starts on November 9 and will end on November 24. This TIP Amendment will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on December 14, 2023. The TIP is a multi-year listing of federally funded and/or regionally significant transportation improvement projects. This public notice on the TIP development process satisfies the FTA's Program of Projects requirements for the Lawrence Transit System.

Approval of this TIP Amendment will include the addition and revision of costs and schedules for roadway, and bicycle/pedestrian projects. Changes to the TIP text and project tables are being made to reflect these changes and to maintain the fiscally constrained status of this document. Public comments received will be reported and considered by the MPO Policy Board where decisions pertaining to revising this document will be made prior to final approval.

The items included in this TIP Amendment can be viewed online at:

[www.lawrenceks.org/mpo/tip](http://www.lawrenceks.org/mpo/tip); a paper copy will be available at Lawrence City Hall Riverfront - Planning & Development Services Office (1 Riverfront Plaza, Suite 320).

Written comments may be emailed to [mpo@lawrenceks.org](mailto:mpo@lawrenceks.org) or mailed to the Lawrence-Douglas County Metropolitan Planning Organization, PO Box 708, Lawrence, KS 66044-0708.

# G Summary of TIP Changes

## APPENDIX G

Costs in 1,000s

FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP)

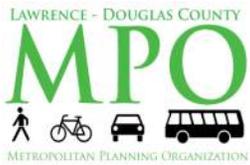
Revision Summary: Amendment 5



TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
150	23 U-2472-01	N 2nd/3rd St Tunnel to N City Limit	Lawrence	New	N 2nd/3rd St Tunnel to N City Limit	\$3,260
151		Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	Lawrence	New	Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	\$7,400
143	KA-6015-01	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	KDOT	Revision	Revise total project cost to \$2,869, 2021 State PE to \$359, 2021 State-AC PE to \$1,433. Change 2028 State Credit to 2029 State Credit \$1,864, 2029 Federal NHPP Conversion \$1,864. Program 2023 State ROW \$538, 2024 State UTIL \$108, and 2024-AC UTIL \$430	\$2,869
236	KA-3634-02	SLT/K-10 West Leg in Douglas County	KDOT	Revision	Revise 2029 NHPP CONVERSION from \$4,960 to \$83,343, 2029 Credit from \$4,960 to \$83,343. Program 2025 State CONST \$19,596, 2025 State-AC CONST to \$74,383.	\$106,179
607		Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Lawrence	Revision	Revise 2024 Local PE \$1,650 to \$300	\$450

**Public Comment Period: 11/9/2023 to 11/24/2023**

**MPO Policy Board Approval: 12/14/2023**



Amendment 5

**Lawrence-Douglas County MPO**  
**FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** KDOT  
**TIP #:** 143      **KDOT #** KA-6015-01

**Length (mi):** 3.75

**Project Type:** Road

**Date Added**                      **Last Revised**  
 2/2021                                      12/2023

**Description:**  
 Roadway reconstruction based on 44 ft. roadway with 10 ft. shoulders. Add acceleration/deceleration lanes as warranted.

**Project Name:** US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.

**Location:** US-56 in Douglas County: Beginning at East Junction US-56/US-59 Ramps thence East to 1600 Road

**Work Type:** Reconstruction

**Revision History:** FFY23 A5

**Comments:**  
 Project is authorized for PE, ROW, and UTIL. The estimated total project cost is \$22,140 which shall be used for planning purposes only. The PE Phase will utilize AC in the amount of \$1,434 with conversion to NHPP in 2029.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$359	\$0
2021	State-AC	PE	\$0	\$1,434	\$0
2023	State	ROW	\$0	\$538	\$0
2024	State	UTIL	\$0	\$108	\$0
2024	State-AC	UTIL	\$0	\$430	\$0
2029	Credit	OTHER	\$0	(\$1,864)	\$0
2029	NHPP	CONVERSION	\$1,864	\$0	\$0

**Federal Total:** \$1,864      **Non-Federal Total:** \$1,005      **Grand Total:** \$2,869

**Project Sponsor:** Lawrence  
**TIP #:** 150      **KDOT #** 23 U-2472-01

**Length (mi):** 1.20

**Project Type:** Road

**Date Added**                      **Last Revised**  
 11/2023                                      12/2023

**Description:**  
 City submitted for KDOT CCLIP funding as Pavement Restoration (PR) and \$1M and was awarded Surface Preservation (SP) and \$400k. The driveway approach replacement is not eligible for CCLIP fund matching.

**Project Name:** N 2nd/3rd St Tunnel to N City Limit

**Location:** N 2nd St north from railroad overpass to N 3rd St at north City limits

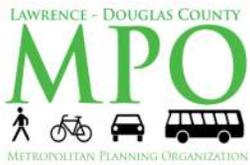
**Work Type:** Pavement Milling, Overlay

**Revision History:** FFY23 A5

**Comments:**  
 Despite the lower funding the City is pursuing the entire project extent.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$220
2024	Local	CONST	\$0	\$0	\$2,000
2024	Local	CONST	\$0	\$0	\$140
2024	Local	CONST	\$0	\$0	\$500
2024	State	CONST	\$0	\$400	\$0

**Federal Total:** \$0      **Non-Federal Total:** \$3,260      **Grand Total:** \$3,260



Amendment 5

**Lawrence-Douglas County MPO**  
**FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**TIP #:** 151 **KDOT #**

**Length (mi):** 0.75

**Project Type:** Road

**Date Added** 11/2023 **Last Revised** 12/2023

**Description:**  
 Full reconstruction of Iowa St including concrete pavement, curb and gutter, sidewalk and shared use path, storm sewer replacement, and waterline crossing replacement.

**Project Name:** Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003

**Location:** Iowa St from 23rd St to Irving Hill Rd

**Work Type:** Reconstruction

**Revision History:** FFY23 A5

**Comments:**  
 The design will meet the City's Design Criteria for an arterial street, replace the road section in its current alignment, and will incorporate the Complete Streets Policy. Iowa St is US Hwy 59, concurrent KDOT review. KDOT CCLIP GI fund sought spring 24

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	CONST	\$0	\$0	\$270
2025	Local	CONST	\$0	\$0	\$6,980

**Federal Total:** \$0 **Non-Federal Total:** \$7,400 **Grand Total:** \$7,400

**Project Sponsor:** KDOT

**TIP #:** 236 **KDOT #** KA-3634-02

**Length (mi):** 1.20

**Project Type:** Road/Interchange

**Date Added** 1/2016 **Last Revised** 11/2023

**Description:**  
 Add 2-lanes to the existing 2-lanes for a 4-Lane Freeway section. This will include reconstruction of existing interchange at I-70(KTA). Includes Bridges #200 (New), #201 (New), #202 (New), #203 (Replace Br #095), #204 (New), #205 (New), #086 (Repair).

**Project Name:** SLT/K-10 West Leg in Douglas County

**Location:** I-70/K10 Junction South to 3500 ft N of K-10/US-40 Junction

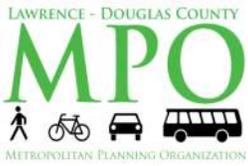
**Work Type:** Interchange/Reconstruction

**Revision History:** FFY23 A5

**Comments:**  
 PE uses \$3,360K of AC & UTIL uses \$1,600 of AC with conversion to NHPP in 2029. The total project cost, including all work phases, is estimated at \$106,179. This estimate should be used for planning purposes only.

FFY	Fund Source	Phase	Federal	State	Local
2021	State	PE	\$0	\$840	\$0
2021	State-AC	PE	\$0	\$3,360	\$0
2022	State	ROW	\$0	\$2,000	\$0
2024	State	UTIL	\$0	\$400	\$0
2024	State-AC	UTIL	\$0	\$1,600	\$0
2025	State	CONST	\$0	\$19,596	\$0
2025	State-AC	CONST	\$0	\$78,383	\$0
2029	NHPP	CONVERSION	\$83,343	\$0	\$0
2029	Credit	OTHER	\$0	(\$83,343)	\$0

**Federal Total:** \$83,343 **Non-Federal Total:** \$22,836 **Grand Total:** \$106,179



Amendment 5

**Lawrence-Douglas County MPO**  
**FFY 2023 - 2026 Transportation Improvement Program Projects (Costs in 1,000s)**  
 (Includes the Program of Projects for the Lawrence Transit System)

**Project Sponsor:** Lawrence

**TIP #:** 607      **KDOT #**

**Length (mi):** 1.10

**Project Type:** Safety

**Date Added**                      **Last Revised**  
 10/2021                              12/2023

**Description:**  
 2014 AARP report recommended bike/ped facilities on Mass. St. and intersection improvements at 19th/Mass. Construction of project anticipated in 2024 with street maintenance project. Project pending state grant funds (HSIP or TA).

**Project Name:** Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements

**Location:** Massachusetts St. - 14th St. to 23rd St.

**Work Type:** Pedestrian & Bicycle Work, Mill/Overlay, Safety

**Revision History:** FFY23 A5

**Comments:**  
 Mass. St. (11th-14th) reconfigured using 2018 KDOT safety funds. Mass. St. (14th-21st) is a gap in future primary network in T2040 & Lawrence Bikes. Connect to 21st St. Bike Blvd providing access to Iowa St. Complete a gap & provide multimodal downtown.

FFY	Fund Source	Phase	Federal	State	Local
2023	Local	PE	\$0	\$0	\$150
2024	Local	PE	\$0	\$0	\$300

<b>Federal Total:</b>	\$0	<b>Non-Federal Total:</b>	\$450	<b>Grand Total:</b>	\$450
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# FFY 2023-2026 Transportation Improvement Program



LAWRENCE - DOUGLAS COUNTY

# MPO



METROPOLITAN PLANNING ORGANIZATION

**MPO Policy Board Approval  
October 27, 2022**

**Amendment 1: April 20, 2023  
Amendment 2: June 15, 2023  
Amendment 3: August 17, 2023  
Amendment 4: October 19, 2023  
Amendment 5: December 14, 2023**

# MPO SELF-CERTIFICATION

The Kansas Department of Transportation (KDOT) and the Lawrence - Douglas County Metropolitan Planning Organization (MPO) certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; All core documents are current:
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts,
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



Courtney Shipley, Chair

Lawrence-Douglas County MPO



Michael J Moriarty

Bureau Chief of Transportation Planning

Kansas Department of Transportation

# DEFINITIONS

ADA	ADA- Americans with Disabilities Act of 1990 (P.L. 101-336) and ADA Amendment Act of 2008 (P.L. 110-325)
CAPITAL	Purchase of equipment
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CONST	Construction
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act (P.L. 114-94) (Signed by President Obama on December 4, 2015)
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation Systems
KDOT	Kansas Department of Transportation
KTA	Kansas Turnpike Authority
KU	University of Kansas, Lawrence
KUOW	KU on Wheels Transit Service
MPO	Metropolitan Planning Organization, such as the Lawrence-Douglas County Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
O&M	Operation and Maintenance
OPERATING	Operation of transit
PE	Preliminary Engineering
PPP	Public Participation Plan
ROW	Right-of-Way
RTAC	Regional Transit Advisory Committee
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
T2040	Transportation 2040 - the Long Range Transportation Plan for the Lawrence-Douglas County region
TAC	Technical Advisory Committee
TA	Transportation Alternatives (federal grant administered by KDOT)
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
UTIL	Utilities

# Table of Contents

<b>MPO SELF-CERTIFICATION</b>	ii
<b>DEFINITIONS</b>	iii
<b>INTRODUCTION</b>	5
What is the TIP?	7
TIP Public Involvement Process	8
<b>PROGRAMMING PROCESS</b>	9
Legislative Requirement	9
Process for Including Projects in the TIP	9
Revisions to the TIP	10
<b>FISCAL CONSTRAINT</b>	12
Project Funding	12
<b>PERFORMANCE MEASURES</b>	21
Safety Targets	22
Pavement & Bridge Targets	26
System Performance Targets	28
Transit Targets	28
Progress Towards Targets	29
Evaluating Performance Over Time	29
Methodology for Identifying EJ Populations	30
<b>ENVIRONMENTAL JUSTICE REVIEW &amp; EQUITY</b>	30
Methodology for Calculating EJ	30
Transportation Disadvantage	31
<b>APPENDICES</b>	
<b>A   PLANNING AND ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION</b>	A-1
<b>B   DEFINITIONS OF MAJOR PROJECTS AND SIGNIFICANT DELAY</b>	B-1
<b>C   PROGRESS ON PREVIOUS TIP PROJECTS</b>	C-1
<b>D   LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS</b>	D-1
<b>E   TIP PUBLIC PARTICIPATION</b>	E-1
<b>F   SUMMARY OF TIP AMENDMENTS &amp; ADMINISTRATIVE REVISIONS</b>	G-1
<b>G   TIP PROJECT LISTINGS</b>	H-1

Funding Note: This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

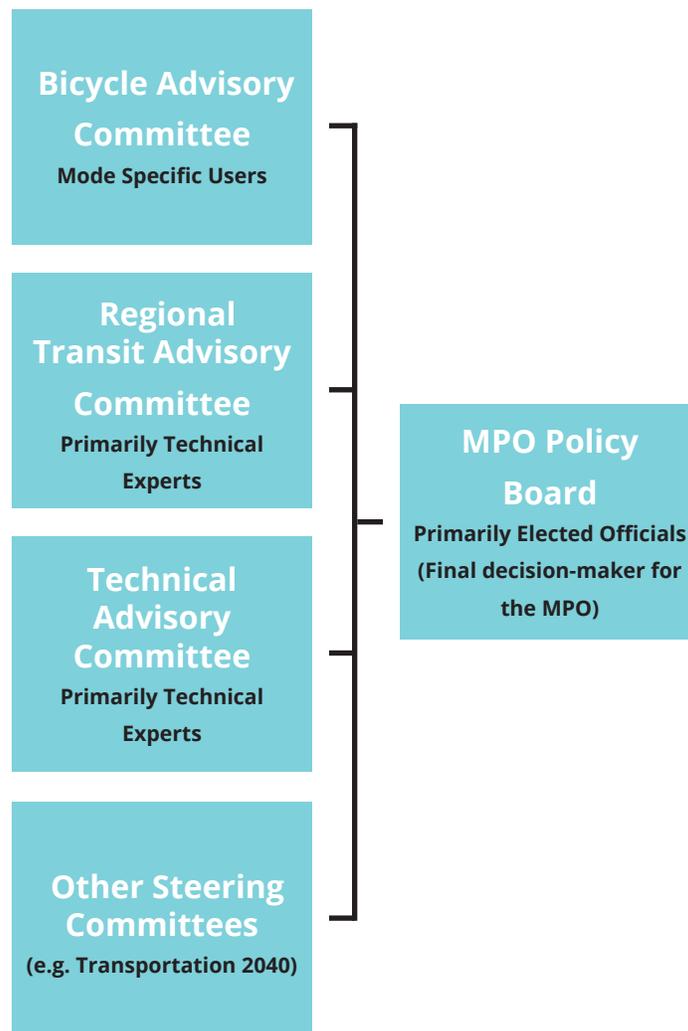
Title VI Note: The L-DC MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the L-DC MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the L-DC MPO. Any such complaint must be in writing and filed with the L-DC MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at <https://lawrenceks.org/mpo/title6>.

# INTRODUCTION

## ...WHAT IS AN MPO?

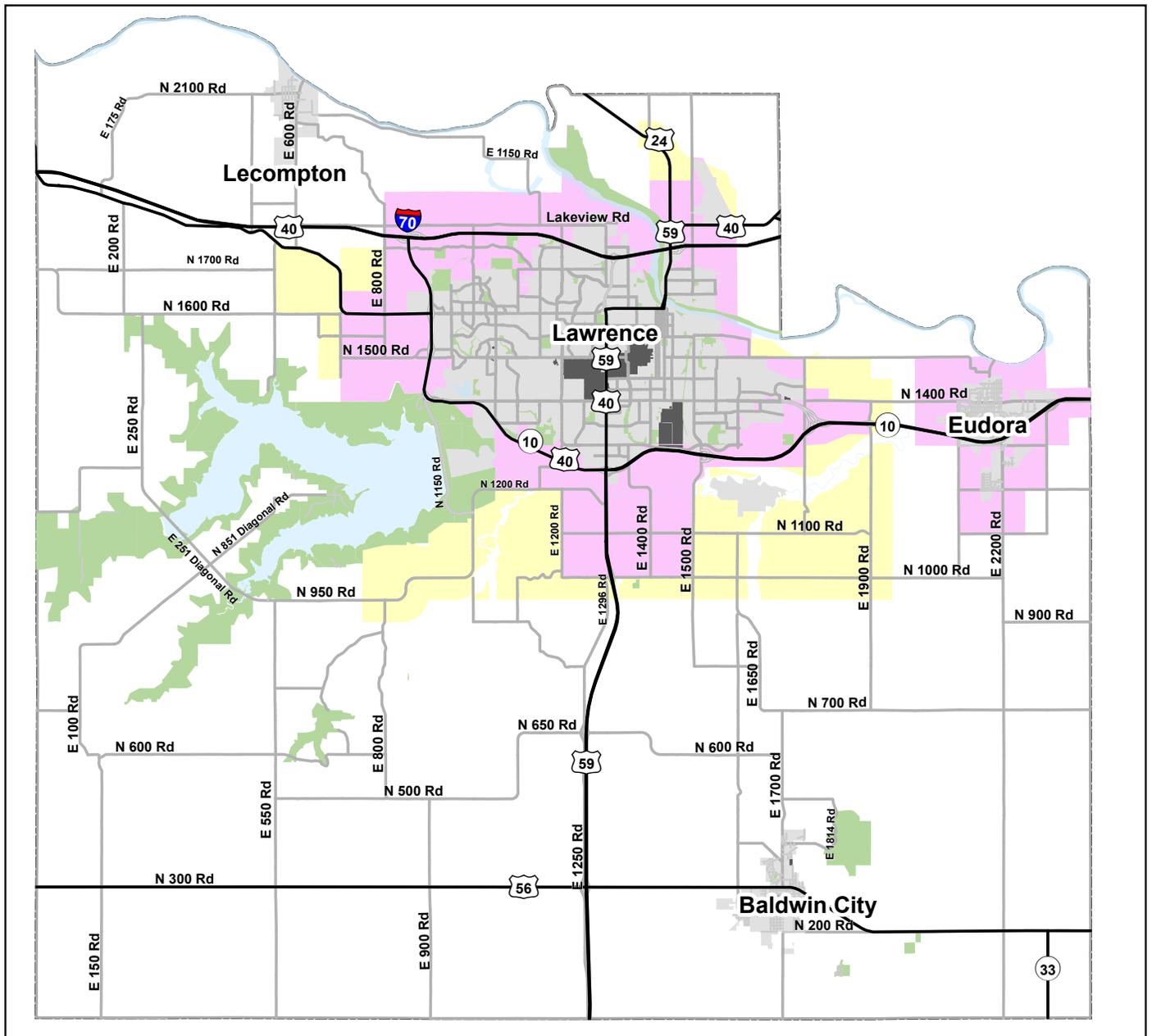
A Metropolitan Planning Organization (MPO) is a regional decision making body charged with developing a transportation plan and related policy and programming documents. The MPO is a group that is composed of representatives from many local governments that collectively discusses the transportation issues facing the metropolitan area and then makes decisions about how to address those issues. The Lawrence-Douglas County MPO is comprised of a Policy Board mainly composed of elected officials, a Technical Advisory Committee (TAC) made up of transportation and engineering professionals, the MPO Staff, and various other advisory groups that the MPO forms. Figure 1 displays the MPO structure. The MPO develops four core documents that create a regional vision for how the multimodal transportation system will function and grow – now and into the future. The MPO’s core documents are the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

**Figure 1: MPO Structure**



The Lawrence-Douglas County Metropolitan Planning Organization (MPO) serves all of Douglas County, Kansas including Baldwin City, Eudora, Lawrence, and Lecompton (see Figure 2).

**Figure 2: Lawrence-Douglas County Metropolitan Planning Area (MPA)**



- Parks
- Water
- FHWA Adjusted Urban Area Boundary (UAB)
- County Limits
- University
- City Limits
- Plan 2040 Growth Tier

**DISCLAIMER NOTICE**  
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

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Date Exported: 8/20/2020  
 Source: Lawrence-Douglas County MPO  
 Produced: Lawrence-Douglas County MPO

# What is the TIP?

The Transportation Improvement Program (TIP) documents how the region prioritizes the limited transportation resources available among the various needs of the region.

The TIP is a short-range, multi-year listing of federally funded and/or regionally significant improvements to the region’s multimodal transportation system. Projects in the TIP are designed to implement the Metropolitan Transportation Plan (MTP). The TIP must be fiscally constrained and include only projects for which funding has been identified using existing or reasonably available revenue sources. The TIP must be updated at least once every four years. The Lawrence-Douglas County TIP is updated every two years.

## The TIP and Transportation 2040

The TIP and Transportation 2040 (the region’s Metropolitan Transportation Plan (MTP)) are linked.<sup>1</sup> Transportation 2040 (T2040) is the long range transportation vision; while the TIP is the short range implementation list. For projects to be included in the TIP, they must be consistent with T2040. This ensures projects are implementing the MPO’s vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County. Community input led to the development of the T2040 vision, goals, priorities, and objectives (Table 1). These goals are implemented by the TIP. The Tracking Performance Measures section provides further details on how the two documents are linked.

**Table 1: Transportation 2040 Goals and Objectives**

		Goals	Objectives
Access & Choices		Enhance Transportation options and choices for improved system performance	Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations.
			Enhance transit service, amenities and facilities.
Mobility & Prosperity		Efficient movement of people, goods, and freight	Implement strategies that address system performance & improve reliability, capacity and competitiveness for regional freight.
Preservation, Safety, & Security		Prioritize preservation, safety, and security of the transportation network	Support projects and policies that improve safety and security.
			Preserve and enhance transportation infrastructure and assets.
Sustain & Enhance		Minimize adverse social, economic, and environmental impacts created by transportation	Promote density to reduce transportation costs & reduce environmental impacts of transportation.
			Reduce single occupancy vehicle trips.

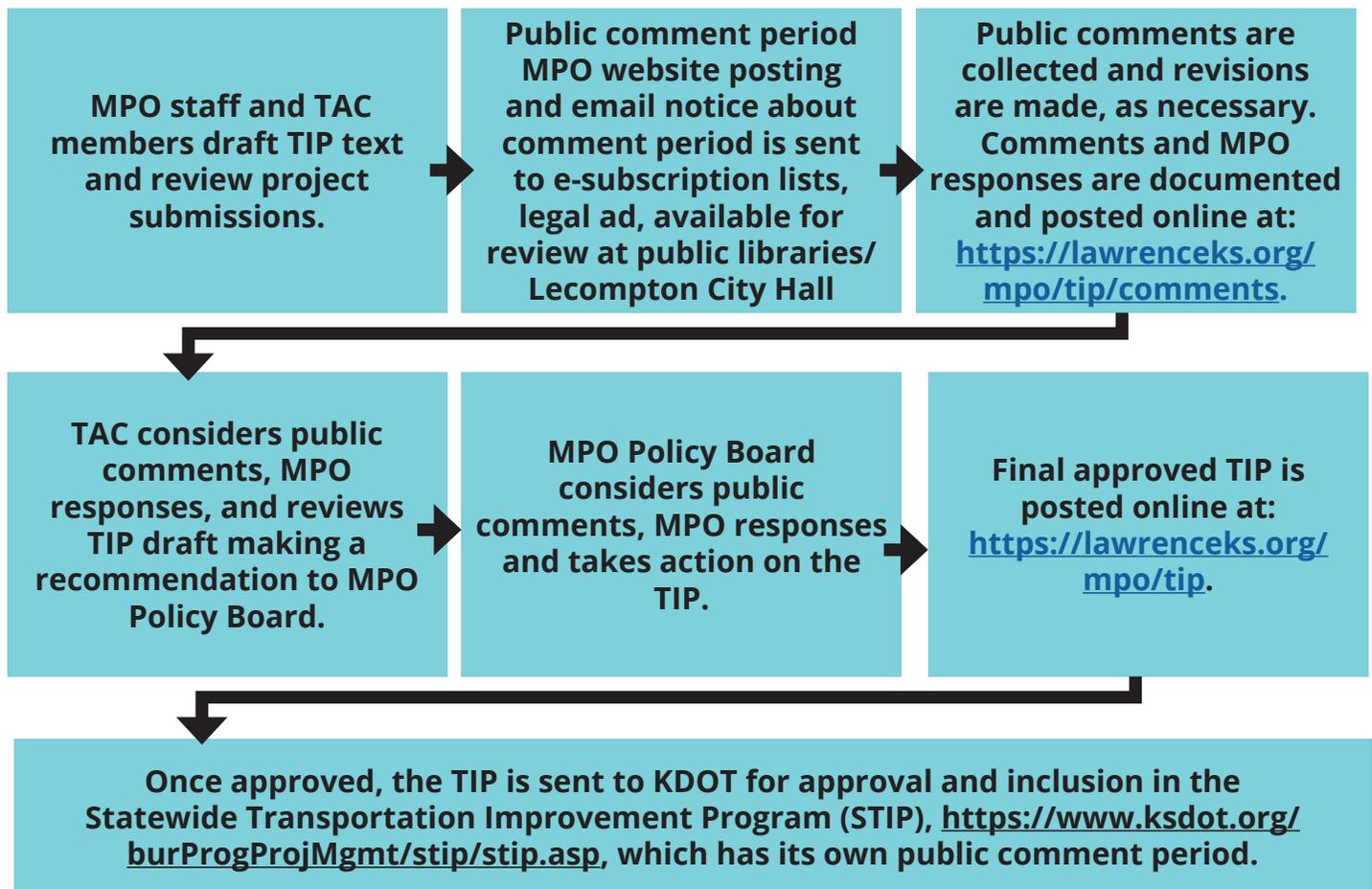
<sup>1</sup> <https://lawrenceks.org/mpo/t2040>

# TIP Public Involvement Process

The MPO's Public Participation Plan (PPP) requires a new TIP to undergo a 30-day comment period and amendments require a 15-day public comment period.<sup>1</sup> The full draft TIP is available on the MPO website ([www.lawrenceks.org/mpo/tip](http://www.lawrenceks.org/mpo/tip)) and a printed copy is available at Lawrence City Hall, Lawrence Public Library, Eudora Public Library, Baldwin City Public Library, and Lecompton City Hall. The public is notified of the opportunities to review the draft TIP through a local newspaper advertisement, notification by email, and by staff announcements that the draft TIP is available for comment at MPO meetings. These strategies are consistent with the PPP, which addresses how everyone will be engaged in the planning process.

Public comments are posted online at [www.lawrenceks.org/mpo/tip/comments](https://www.lawrenceks.org/mpo/tip/comments) and are shared with TAC and the MPO Policy Board. MPO staff reviews the comments and responds to the comment submitter and posts the MPO response in conjunction with the comment online. If comments have direct, applicable action these changes are discussed with the project sponsor (if relevant) and are incorporated into the final draft document sent to the MPO Policy Board for approval. Appendix E contains the public involvement process utilized to develop this TIP. Figure 3 displays the process.

**Figure 3: TIP Public Involvement Process**



<sup>1</sup> Details about the public participation process for the approval and amendment of the TIP can be found at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).

# PROGRAMMING PROCESS

## ...HOW DO PROJECTS GET IN THE TIP?

### Legislative Requirement

The current federal surface transportation legislation is called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). It is a five year (FFY 2022-2026) transportation program signed into law by President Biden on November 15, 2021.<sup>1</sup> MPOs are required to develop a TIP that is fiscally constrained and contain all capital and non-capital surface transportation projects within the MPO area that will receive federal funding, as well as other regionally significant transportation projects.<sup>2</sup>

### Process for Including Projects in the TIP

The projects included in the TIP are drawn from the area's Metropolitan Transportation Plan (MTP), County and City governments' Capital Improvement Plans (CIP), as well as the State's Transportation Program known as IKE (formally called the Eisenhower Legacy Transportation Program). The MPO encourages Project Sponsors to use the factors in Appendix A to determine which projects should be prioritized for funding and inclusion in the TIP. Project Sponsors submit projects to the MPO staff for inclusion in the TIP and MPO staff work with TAC members to ensure that the projects are regionally significant and are consistent with the MTP. Figure 4 displays the process for including projects in the TIP.

The transit and paratransit projects programmed in the TIP also go through a project selection process. Lawrence Transit staff works with the MPO, FTA, KDOT, and University of Kansas - KU On Wheels (KUOW) staffs to plan and program projects in the TIP that address transit needs and issues identified in the MTP. The KDOT- Office of Public Transportation in consultation with the Urban Corridor Coordinated Transit Council makes the selection of paratransit projects to include in the TIP.

This TIP document contains projects for Lawrence Transit that collectively constitutes the Program of Projects (POP) for Lawrence Transit. This list of transit items is a prioritized list of projects used by the Lawrence Transit staff and reviewed by FTA officials. Approval of the TIP includes the approval of the POP for Lawrence Transit. The public involvement procedures used for TIP development and amendments are used to satisfy the POP requirements for FTA Section 5307 funding.

**Figure 4: TIP Project Listing Submission Process**



<sup>1</sup> IIJA was created as Public Law 117-58. The official legislation can be accessed at <https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf>

<sup>2</sup> In accordance with United States Code Titles 23 and 49, the TIP document must outline at least a four-year program of: 1) All federally funded priority transportation projects, and 2) All regionally significant priority projects, regardless of funding source.

## Revisions to the TIP

There are times when information about projects needs to be adjusted. Minor changes to project information are called revisions and are administrative actions with no public involvement required. Major changes are called amendments and require public involvement. Figure 5 displays the TIP amendment process.

### Formal Amendments

Amendments to the TIP often consist of major changes to total project cost. Those types of fiscal changes may have impacts on the ability of the TIP and/or the MTP to remain fiscally constrained. The following types of project changes are always handled as TIP amendments:

- Addition or deletion of a project within the first four (4) years of the TIP (federal regulations require this part of the TIP to show fiscal constraint)
- Total costs of a project and/or funding amounts for a project listed in the TIP increase by more than 20% of the total project cost (in the existing TIP);
- Change to a funding source (such as changing from state funding to federal)
- Change to a project scope and/or location (project limits)

### Administrative Revisions

Administrative revisions include all revisions that are not formal amendments. These revisions usually involve, but are not limited to:

- Obvious minor data entry errors or editing corrections to text, map, and/or other graphics
- Splitting or combining projects (project scopes and costs cannot change)
- Changes or clarifying elements of a project description (with no major changes in scope)
- Change in funding program or category (such as changing from STP to HSIP funding)
- Change of program year of project within the four-year fiscally constrained TIP
- Minor change of less than 20% of total project cost

In processing administrative revisions MPO staff will:

- Enter the requested revision into the project database.
- Prepare and publish an updated TIP and post it online.
- Notify the Kansas Department of Transportation of the modifications revisions.
- Prepare a summary of the revision to be presented at the next scheduled MPO Technical Advisory Committee and Policy Board meetings (no formal action required).

Administrative Revisions require no public comment.

Figure 5: Amendment Process



## Amendment Public Process

TIP amendments must be posted for public review and comment, the MPO staff must collect and review any public comments and share those comments with the TAC and MPO Policy Board to address and/or incorporate them, as necessary, before TIP approval.<sup>1</sup>

A minimum 15-day public comment period is required for the proposed amendments, which are posted on the MPO web page. The MPO staff also places a paper copy of all TIP amendments in a binder kept at the front counter of the MPO Office for public review and comments. In addition, all TIP amendment announcements, including the printed advertisement in the newspaper, have the phone number, mailing address, and email address of the MPO staff listed on them so that anyone with questions or comments about the amendment can contact the staff to discuss it. Following the required 15-day public comment period, all comments will receive a response, either individually or in a summary form. The comments and responses will be posted at [www.lawrenceks.org/mpo/tip/comments](http://www.lawrenceks.org/mpo/tip/comments) prior to distributing the TAC agenda packet (one week before the TAC meeting). The MPO staff presents these public comments and the staff response to the TAC and the MPO Policy Board before they discuss approving the amendment. There is no requirement for a public hearing.

## Amendment Schedule

In order to facilitate the process of making TIP amendments, the MPO has a TIP amendment item on the TAC and Policy Board meeting agenda once each quarter (Table 2). These dates to consider TIP amendments will be coordinated with the KDOT calendar for making changes to the Statewide Transportation Improvement Program (STIP). A similar schedule will be followed for the other years covered by this TIP.

**Table 2: Quarterly Schedule for TIP Amendments**

TIP Amendment Request Due to MPO	Public Review Period			TAC Approval	MPO Approval	STIP Approval
August 25, 2023	9/7/2023	to	9/22/2023	October 3, 2023	October 19, 2023	November 2, 2024
October 27, 2023	11/9/2023	to	11/24/2023	December 5, 2023	December 21, 2023	January 4, 2024
December 29, 2023	1/11/2024	to	1/26/2024	February 6, 2024	February 15, 2024	March 7, 2024
February 23, 2024	3/7/2024	to	3/22/2024	April 2, 2024	April 18, 2024	May 9, 2024
May 24, 2024	6/6/2024	to	6/21/2024	July 2, 2024	July 18, 2024	Early August

These dates are approximate and subject to change following discussions between MPO and KDOT staffs and/or discussions at the Technical Advisory Committee (TAC) meetings.

<sup>1</sup> An appropriate level of public involvement activities are outlined in the latest MPO approved Public Participation Plan found online at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).

# FISCAL CONSTRAINT

## ...HOW ARE THE PROJECTS PAID FOR?

### Project Funding

Projects are funded from several sources. Street and highway projects can be financed entirely by State and/or local funds or by any combination of federal, state, and local funds. The Infrastructure Investment and Jobs Act (IIJA) provides federal-aid to state and local units of government for surface transportation projects.

The use of Federal Transit Administration (FTA) funds are allocated to transit operators by formulas through the FTA Region 7 Office in Kansas City and through the KDOT Public Transportation Programs Office of Public Transit in Topeka. State transit funds from the Eisenhower Legacy Transportation (IKE) Program flows through KDOT. These funds are utilized for the operations of Lawrence Transit and various paratransit operations in the region.

KDOT administers Federal Highway Administration (FHWA) funding to local governments. The Surface Transportation Block Grant (STBG) Program and Highway Safety Improvement Program (HSIP) categories are the main federal categories or programs that cities receive through KDOT. The STBG Program combines the long-standing Surface Transportation Program and the Transportation Alternatives Program, now known as TA Set-Aside. Some of these funds provide annual allocations to cities while others require local governments to apply for project specific funding. The TA Set-Aside funds have helped build pathways, do historic preservation projects, and other projects outside the scope of traditional road and bridge improvements. They provide funding for former Transportation Alternatives (TA) program and the Safe Routes to Schools (SRTS) programs.

All of the estimated amounts of transportation project funds are included in Table 10: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter). The estimates of reasonably expected funding levels based on financial information compiled for development of Transportation 2050 historic averages are compared to the levels of federal, state, and local funding for transportation facilities and services that are requested by KDOT and local governments for inclusion in the TIP. Comparing these expected funding levels and funding request levels allows the MPO to determine if the TIP is fiscally constrained.

### Federal Funds

The federal funding for road and bridge projects in the region is generally limited to formula funding levels set by the USDOT and KDOT. Those levels have been relatively steady over the last few years with Douglas County receiving about \$440,000 and the City of Lawrence receiving about \$1.2 million annually in federal aid for roads and bridges. The three smaller cities in Douglas County (Lecompton, Eudora, and Baldwin City) have small public works departments, thus large road or bridge projects are often managed by Douglas County or KDOT.

Discretionary funding for TA Set-Aside program projects is also available on a more sporadic competitive basis. This funding is not guaranteed in any given year, but our region has received some funding and expects to receive more in the foreseeable future. These funding levels have more uncertainty and therefore, projects must have awarded funding to be included in the TIP. If and when local governments in Douglas County are awarded funding from these discretionary programs the MPO

will amend the TIP to add that funding and those projects in a timely manner.

Competitive federal transit funds are available. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses.

## State Funds

State funds used in Douglas County for road and bridge projects are mostly limited to KDOT facilities and projects. The level of KDOT funding expended in the region varies greatly by year due largely to how much work KDOT does on the area's major highways. Recently KDOT spent large amounts of funding to build the South Lawrence Trafficway (new K-10 alignment), and to build a new interchange along K-10 at Bob Billings Parkway/N 1500 Road. All of those projects are KDOT administered projects on KDOT routes, which typically do not significantly impact the local governments' budgets for transportation improvements (although the City of Lawrence/Douglas County contributed \$1,000,000 for pedestrian and bicycle facility improvements to the K-10/Bob Billings Parkway interchange). Some other smaller amounts of State funding are used for local projects, such as the occasional purchase of a paratransit van with state money or a state contribution to a local bridge project.

For most local governments in the region the main KDOT funding role has been to provide federal aid to local projects, not to provide large amounts of state aid to local transportation improvements. However, the one example in the region where the state funding of a local project does make a routine and significant difference in the local budget process is state transit operating assistance. Lawrence Transit receives about \$1.3 million in state operating and capital assistance annually which is an important part of their budget.

Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

KDOT does not program projects in their budget documents or ask for projects to be added to the TIP unless a specific identified and reasonable funding source is identified. Therefore, KDOT requests for TIP actions represent a fiscally constrained condition for state funded and/or managed projects.

## Local Funds

### City of Lawrence

Local funds are comprised of the general fund, gas tax, and the ten year sales tax to improve roads/ infrastructure and transit service, which was approved in November 2008, was reapproved by Lawrence voters in November 2017. This continuation of sale taxes included 0.3% dedicated to roads/ infrastructure and fire equipment and 0.2% dedicated to funding transit service. The fire equipment portion of the 0.3% tax cannot be separated for our analysis (Table 3).

**Table 3: Lawrence Sales Tax for Improvement of Roads and Transit Service Projections (Shown in \$1,000s)**

Source	Tax	Actual Collection		Projected Collection			
	Percentage	2021	2022	2023	2024	2025	2026
Roads/Infrastructure & Fire Equipment	0.30%	\$6,354	\$6,989	\$7,338	\$7,485	\$7,635	\$7,785
Transit	0.20%	\$4,236	\$4,660	\$4,893	\$4,990	\$5,090	\$5,192
<b>Total</b>		<b>\$10,590</b>	<b>\$11,649</b>	<b>\$12,231</b>	<b>\$12,475</b>	<b>\$12,725</b>	<b>\$12,977</b>

Source: City of Lawrence Finance Department. 2022-2026 are projected. The fire equipment portion of the .30% sales tax can't be removed from the roads/infrastructure.

These sales taxes will expire in April of 2029; new referendums will need to be approved to ensure this funding is available in the future. With the addition of those taxes the City has a local dedicated funding source for road and transit improvements that has made funding more predictable. The City is utilizing the sales tax revenue to design and program some large road projects that were not financially feasible prior to the tax. Some projects are now funded with this sales tax revenue and some are still funded with a combination of federal aid and local matching funds.

The City also receives obligation authority for STP funds from KDOT. Lawrence has elected to exchange their available obligation authority of federal funds for state funds at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority, per KDOT policy. On average over the last four years, the City has received \$1.1 million in KDOT's federal funds exchange program.

### **City of Eudora, Baldwin City, and City of Lecompton**

The City of Eudora became a second class city under Kansas statutes in 2010. With the designation, Eudora now receives an annual distribution of STP funding through KDOT. Similar to the City of Lawrence, the City of Eudora County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. This amount of federal funding is typically small (\$75,000 on average).

Baldwin City, Eudora and Lecompton have used federal funding sporadically and worked with Douglas County staff to administer major road and bridge projects using federal aid. This cooperation between the small cities and the County for the use of federal aid is expected to continue through the life of this TIP.

### **Douglas County**

Just like Lawrence and Eudora, Douglas County receives obligation authority for STP funds from KDOT at an exchange rate of \$0.90 in state funds for every \$1.00 in federal obligation authority. On average over the last four years, the County received \$442,000 in KDOT's federal funds exchange program, and \$50,000 in federal sources such as U.S. Fish and Wildlife Service funding.

The County can also apply for TA Set-Aside funds if it chooses to do so. The County does not operate transit service and does not receive federal or state transit funding.

Douglas County has a CIP that is updated on a regular basis and other sources of local funds. Over the last five years, local funding averages \$9.3 million a year. Due to mental health initiatives and expansion of the jail, the Board of County Commissioners reduced the annual CIP allocations for roads and bridges by \$1 million for 2019. This annual reduction is anticipated to continue through 2023. The County programs its projects in their CIP and as needed the County staff coordinates its capital planning with the MPO staff for TIP development and changes.

### **Transit and Paratransit Funds**

The public transit operations in Lawrence are composed of a mix of services operated by the Lawrence Transit and the University of Kansas service called KU on Wheels (KUOW). KUOW transit operations are primarily supported by student fees. The City transit service uses state operating assistance, state capital assistance, federal capital assistance, and federal operating assistance to keep buses running. Lawrence also uses local sales taxes to pay for transit. Lawrence Transit is projecting to receive \$3.8 - \$4.0 million annually over the next five years in flexible federal formula Section 5307 subsidies to provide transit services. This annually allocated funding can be used for capital projects (e.g., buying new buses), but most of it has been used for operations. Due to the COVID-19 pandemic

the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years and \$3 million in capital funds currently programmed in 2025. Lawrence Transit was awarded Low or No-Emission (Low-No) Bus funding in 2020 (\$3.76 million), 2021 (\$1.82 million), and 2023 (\$3.3 million) to purchase electric buses. Lawrence Transit was awarded Access Innovation and Collaboration (AIC) funding of \$677,000 for Bus Technology, Accessibility, and Branding Enhancements in 2022; \$1.6 million for construction of a Multimodal Transfer Facility in 2023, \$122,000 for construction of equitable and accessible bus stop amenities in 2023.

Capital assistance levels are typically much more unpredictable than operating assistance, but when the transit capital funding will be needed is fairly predictable because it is based on the life span of buses. That creates a dilemma for transit operators who in the past relied heavily on large discretionary grants from the FTA for bus fleet replacements. Now those large grants are gone and our transit operators are adjusting to buying only a few new buses at a time when funding is available instead of buying many buses on one large grant funded order.

Lawrence Transit uses a relatively constant mix of federal and local funds for operations. Under the State Eisenhower Legacy Transportation (IKE) Program some state operating assistance is received each year.

The paratransit providers in the region provide all or most of their own funds to operate their services, and in some cases they use FTA or state grants for vehicle purchases. As part of these vehicle purchases the agency requesting the federal funds is required to provide a local match, and those vehicles are programmed in the TIP.

## Operation and Maintenance (O&M) Funding

The fiscal constraint analysis looks primarily at capital projects (e.g., building roads and bridges, buying buses, etc.); however, that is not a complete picture of funding for the region's multimodal transportation system. The funds needed for operating and maintaining transport facilities and services also has to be reviewed. An adequate level of Operations & Maintenance (O&M) funding needs to be budgeted to maintain the federal-aid highways and local roads in the region. Short-changing the O&M budgets to make the road improvement projects fiscally feasible is not appropriate. This funding is divided into Roads/Bridges and Transit.

### Road and Bridge Operations and Maintenance Funding Estimates

The expenses for O&M work items are usually paid for by the local government that owns and operates the road and the utility providers that use the road rights-of-ways.

In the case of major highways, KDOT is the owner of the road and maintains those facilities.

The major exception to this is the Kansas

Turnpike/I-70 which is owned and operated by the Kansas Turnpike Authority. Some of the state highway mileage in Lawrence is provided on City streets through a city connecting link agreement between KDOT and the City. That agreement includes quarterly payments from KDOT to the City to pay a share of the maintenance costs for those route segments carrying a state highway. KDOT plays a role in the maintenance of some major roads in the region, but major highway mileage comprises a small percentage of total roadway mileage. Most of the road mileage in Douglas County is owned by the

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O&M consists of routine things such as pothole patching, minor repairs to pavements and curbs, snow removal, striping and marking, utility work and patching, electrical repairs, tree trimming, mowing, signal repairs, sign replacement, bridge maintenance, and other minor work tasks.

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County, City or Township Governments that levy local property taxes and sometimes other taxes to pay for road maintenance and operations.

The cities and county also receive a portion of the state gas tax collected in Douglas County. This amount of funding is anticipated to continue during the years covered by this TIP. The state supplied pass through gas tax funding is supplemented by local government funds to make up the bulk of Lawrence and Douglas County roadway O&M budgets.

The City of Lawrence has a 2023 O&M budget for its road system of \$14.2 million paid with by state gas tax funds, local infrastructure sales tax, general fund, and federal sources. Douglas County had a 2023 O&M budget of \$3.9 million paid with a mixture of state gas tax, Capital Improvement Program allocation, Federal Funds Exchange with the State, and local and federal sources. The City of Eudora has a 2023 O&M budget of \$1.0 million which is funded by Federal Funds Exchange with the State, motor fuel Tax, general fund, and other fees and funds. The cities of Baldwin City and Lecompton did not provide 2023 O&M figures but their 2021 budgets were \$460,000 and \$7,000, respectively. It is expected that the local governments in the region will continue to fund their O&M budgets in order to adequately maintain their transportation infrastructure during this TIP period. Table 4 shows the KDOT, Douglas County, the City of Lawrence, Eudora, Baldwin City, and Lecompton O&M expected cost per lane mile.

**Table 4: Road and Bridge O&M (Shown in \$1,000s)**

	KDOT	County*	Lawrence	Eudora	Baldwin City***	Lecompton	Total
<b>Anticipated funding per lane mile</b>	\$ 2.89	\$ 8.38	\$ 16.29	\$ 14.19	\$ -	\$ 2.36	
<b>Lane Miles**</b>	204	464	891	73	61	13	<b>1,707</b>
<b>2023</b>	\$ 590	\$ 3,888	\$ 14,197	\$ 1,042	\$ -	\$ 32	<b>\$ 19,748</b>
<b>2024</b>	\$ 611	\$ 4,024	\$ 12,146	\$ 1,079	\$ -	\$ 33	<b>\$ 17,892</b>
<b>2025</b>	\$ 632	\$ 4,165	\$ 12,348	\$ 1,116	\$ -	\$ 34	<b>\$ 18,296</b>
<b>2026</b>	\$ 654	\$ 4,311	\$ 14,017	\$ 1,156	\$ -	\$ 35	<b>\$ 20,173</b>
<b>Total</b>	<b>\$ 2,487</b>	<b>\$ 16,388</b>	<b>\$ 52,708</b>	<b>\$ 4,393</b>	<b>\$ -</b>	<b>\$ 133</b>	<b>\$ 76,109</b>

\*Does not include Township roads or road maintenance funds, but County maintenance costs does include bridges and large culverts on township roads that are maintained by the County.

\*\*Lawrence and KDOT lane miles calculated in 2022. County, Eudora, Baldwin City, and Lecompton lane miles from 2020 TIP

\*\*\*No data provided

## Transit Operations and Maintenance Funding Estimates

Transit operations are funded with a mix of local, state, and federal funds. The transit system in Douglas County is a coordination of services owned and operated by the City of Lawrence, the University of Kansas, social service agencies that run paratransit vehicles, and Johnson County Transit that operates a commuter bus service called the K-10 Connector, which traverses between Lawrence and locations in Johnson County. K-10 Connector funding is programmed in the TIP produced by the Mid-America Regional Council (MARC), which is the MPO for the Kansas City area.

Transit O&M is the cost of operating transit service and maintaining the transit fleet. For example, this includes fuel, driver salaries, and purchasing transit vehicles.

## Lawrence Transit

Lawrence Transit service uses federal, state, and local funds for operating and routine maintenance expenses for their fixed-route and complementary paratransit services. Lawrence Transit needs to pay for its services when they are rendered (i.e., when the buses are rolling, burning fuel and labor costs are incurred) by maintaining a cash flow to pay for its vendors and staff as they work. Unlike a road or a bridge that can be bonded for twenty years and paid for over time, transit operations are typically not paid for with debt service. For 2023, Lawrence Transit has an O&M budget of approximately \$17.7 million which is funded with a mixture of federal aid, state aid, and local funds. Due to the COVID-19 pandemic the U.S. Congress authorized the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which is providing \$3.9 million in operating funds over four years. Table 5 displays the Lawrence Transit O&M. The levels of O&M expenses and revenues shown in Table 5 are anticipated to continue through the four-year fiscally constrained period (2023-2026) since the CARES act funding is being spread out over 2020-2025).

Operations and maintenance funding for Lawrence Transit is shown in Table 9: Estimated Revenues and Expenditures (located in the Demonstration of Fiscal Constraint section of this chapter).

The O&M costs are deducted from the estimated revenues; therefore, funding for O&M projects are not available for other projects and the TIP is fiscally constrained.

**Table 5: Lawrence Transit O&M (Shown in \$1,000s)**

FFY	2023	2024	2025	2026	Total
<b>Total O&amp;M</b>	\$ 10,534	\$ 10,692	\$ 10,853	\$ 11,016	\$ 43,095

\*Based on information provided by Lawrence Transit

## University of Kansas (KU on Wheels) Transit Funding

The University of Kansas also provides transit services that are available to the general population as well as KU students and staff. Funding for the KU on Wheels system includes a considerable amount of funding that supports fixed route transit in Lawrence. The KU transit funding information listed in Table 6 gives a more complete and realistic account of the size and costs of the transit system in Lawrence.

The KU on Wheels (KUOW) and the Lawrence Transit services are integrated into one route and schedule system and both of these operations accept each other's bus passes. Even though these two services are coordinated into one route map and schedule book, only Lawrence Transit receives FTA funding. The KUOW part of the public transit system in Lawrence is fiscally constrained by the revenues provided by fees that support it.

**Table 6: KU on Wheels (KUOW) O&M (Shown in \$1,000s )**

	2023	2024	2025	2026	Total
<b>Total O&amp;M</b>	\$ 2,526	\$ 2,526	\$ 2,526	\$ 2,526	\$ 10,103

\*Based on information provided by KU on Wheels

## Paratransit

The paratransit providers in the region mostly provide their own funds to operate their services, but in some cases receive a small amount of state operating subsidy from KDOT. Typically, this state operating assistance is only a few thousand dollars per year for each operator. Most of the federal and state aid to paratransit is for vehicle purchases. During the COVID 19 pandemic, additional funds were provided to agencies in 2020-2022. No pandemic related funding is budgeted for 2023 or beyond.

The MPO staff works closely with the KDOT transit staff, the Regional Transit Advisory Committee (RTAC), and the Urban Corridor Coordinated Transit Council members to keep informed about the status of paratransit operations and funding issues. Those paratransit issues are discussed in more detail in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).<sup>1</sup>

The combined O&M budget in the region, including Lawrence Transit, KU on Wheels, and the various paratransit providers, is \$30.3 million in 2023 (Table 7).

**Table 7: Regional Transit O&M (Shown in \$1,000s)**

FFY	2023	2024	2025	2026	Total
<b>Total O&amp;M</b>	\$ 30.25	\$ 28.47	\$ 28.95	\$ 30.89	\$ 119

\*Based on information provided by transit providers

## Year of Expenditure (YOE) Inflation Factor

In addition to having a clearly identified source of funding for each roadway, bridge, transit, and enhancement project listed in the TIP, the project sponsor must also present their project costs in year of expenditure (YOE) dollars. This allows the project estimates to take into account inflation and should make them more realistic than using constant dollars. This fiscal analysis uses an annual inflation factor of 1.5% (which matches the Inflation Factor planned for T2050) for all TIP projects to determine the estimated costs in the year of expenditure. This inflation factor has been used since 2012 when it was developed by KDOT for use with federal aid projects. TAC and MPO Policy Board members agreed to the YOE inflation rate.

## Demonstration of Fiscal Constraint

TIPs are required to have a four year fiscally constrained program of projects. Fiscally constrained means enough financial resources are available to fund projects listed in the TIP. Fiscal constraint also makes good sense.

The MPO accounts for O&M expenditures "Off the Top" from available funding before projects are programmed (Table 8). This ensures there is enough funding to operate, maintain, and preserve the existing transportation system (including roads, bridges, and transit services), which is a high priority of T2040.

<sup>1</sup> Access this plan at <https://www.lawrenceks.org/mpo/transit>.

**Table 8: Funding Available for Projects after Accounting for all O&M Expenditures (in \$1,000s)**

<b>Subtracting O&amp;M "Off the Top" (in thousands)</b>					
	<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>
Anticipated Funding	\$ 99,406	\$ 197,882	\$ 74,672	\$ 47,073	\$ 419,033
Anticipated O&M Expenditures	\$ 32,830	\$ 30,438	\$ 31,667	\$ 33,373	\$ 128,307
<b>Funding Available for Projects</b>	<b>\$ 66,576</b>	<b>\$ 167,444</b>	<b>\$ 43,006</b>	<b>\$ 13,700</b>	<b>\$ 290,726</b>

This TIP document provides realistic cost and funding estimates for improvement projects in the first two years of the fiscal constraint period (2023 and 2024). Predicting the revenues which will be available and costs for projects in the second half of that period (2025 and 2026) are a more speculative exercise.

Financial data was collected as part of development of Transportation 2050. The Funding Summary in Table 9 shows the level of projected funding from reasonable sources and the total level of project funding programmed in this TIP are balanced and this TIP is fiscally constrained. The fiscal breakdown by funding source for all roadway and transit projects listed in the 2023-2026 TIP are shown in the table. The projects are shown by year and funding source.

**Table 9: Funding Summary (in \$1,000s )**

<b>Anticipated Funding (in thousands)</b>						
<b>Funding Source</b>		<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>
<b>Transit</b>	<b>Federal</b>	\$ 9,205	\$ 5,121	\$ 6,691	\$ 5,574	\$ 26,591
	<b>State</b>	\$ 6,620	\$ 1,721	\$ 3,222	\$ 1,722	\$ 13,284
	<b>Local</b>	\$ 23,979	\$ 10,691	\$ 11,891	\$ 11,234	\$ 57,794
<b>Non-Transit</b>	<b>Federal</b>	\$ 5,079	\$ 4,716	\$ 15,185	\$ 1,803	\$ 26,783
	<b>State</b>	\$ 37,847	\$ 195,187	\$ 212,442	\$ 38,733	\$ 484,208
	<b>Local</b>	\$ 36,235	\$ 37,865	\$ 34,043	\$ 25,937	\$ 134,080
<b>Transit Total</b>		\$ 39,804	\$ 17,532	\$ 21,803	\$ 18,530	\$ 97,669
<b>Non-Transit Total</b>		\$ 79,161	\$ 237,768	\$ 261,670	\$ 66,473	\$ 645,072
<b>Grand Total</b>		\$ 118,965	\$ 255,300	\$ 283,473	\$ 85,004	\$ 742,741

Anticipated funding is based on the revenue assumptions being prepared for Transportation 2050 and information provided by jurisdictions. Local transit funds include KU on Wheels funding. 1.5% growth is applied to the funding and the 2017 Lawrence sales tax referendum (funds roads/infrastructure and transit service) is assumed to be renewed thru 2050 for these projections. Advanced Construction Conversion converts state funding to federal funding.

<b>Estimated Expenditures by Year and Funding Source (in thousands)</b>							
<b>Funding Source</b>		<b>FFY 2023</b>	<b>FFY 2024</b>	<b>FFY 2025</b>	<b>FFY 2026</b>	<b>Total</b>	
<b>Transit</b>	<b>Federal Funds</b>	<b>FTA 5307</b>	\$ 7,176	\$ 4,606	\$ 5,067	\$ 5,574	\$ 22,423
		<b>FTA 5310</b>	\$ -	\$ 122	\$ -	\$ -	\$ 122
		<b>FTA 5311</b>	\$ -	\$ -	\$ -	\$ -	\$ -
		<b>FTA 5304</b>	\$ -	\$ 120	\$ -	\$ -	\$ 120
		<b>FTA 5339</b>	\$ 2,029	\$ 273	\$ 1,624	\$ -	\$ 3,926
	<b>State-PT</b>	\$ 1,155	\$ 1,155	\$ 1,155	\$ 1,155	\$ 4,620	
	<b>Local</b>	\$ 10,692	\$ 4,688	\$ 5,667	\$ 5,340	\$ 26,387	
<b>Non-Transit</b>	<b>Federal Funds</b>	<b>CDBG</b>	\$ 300	\$ 300	\$ -	\$ -	\$ 600
		<b>HRRR</b>	\$ -	\$ -	\$ -	\$ -	\$ -
		<b>HSIP</b>	\$ 1,500	\$ 500	\$ -	\$ -	\$ 2,000
		<b>NII</b>	\$ 628	\$ 1,358	\$ 1,446	\$ -	\$ 3,432
		<b>NHPP</b>	\$ -	\$ -	\$ 13,739	\$ -	\$ 13,739
		<b>STP</b>	\$ -	\$ -	\$ -	\$ -	\$ -
		<b>TA</b>	\$ 1,500	\$ 2,558	\$ -	\$ -	\$ 4,058
	<b>State</b>	\$ 9,813	\$ 41,713	\$ 20,112	\$ 3,000	\$ 74,638	
	<b>State AC</b>	\$ 12,627	\$ 153,473	\$ 78,383	\$ -	\$ 244,483	
	<b>State AC Conversion*</b>	\$ (500)	\$ (500)	\$ (13,739)	\$ -	\$ (14,739)	
	<b>Local</b>	\$ 27,466	\$ 23,469	\$ 20,873	\$ 13,074	\$ 84,882	
<b>Transit Total</b>		\$ 21,052	\$ 10,964	\$ 13,513	\$ 12,069	\$ 57,598	
<b>Non-Transit Total</b>		\$ 53,334	\$ 222,871	\$ 120,814	\$ 16,074	\$ 413,093	
<b>Grand Total</b>		\$ 74,386	\$ 233,835	\$ 134,327	\$ 28,143	\$ 470,691	

\* State AC Conversions are negative because the State is receiving federal reimbursement for funds spent in previous years (as noted in the project listing).

\*\* While CDBG funding is not required to be in this TIP, it is part of #507 which includes various bike/sidewalk/ADA ramps projects in Lawrence.

# 4 | PERFORMANCE MEASURES ...HOW ARE WE DOING?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act requires Performance-Based Planning and Programming (PBPP) in the development of the MTP and TIP. Transportation 2040 (T2040) is the region’s MTP. The TIP acts as the implementation arm of T2040. T2040 has 26 performance measures: 12 federally mandated and 14 community established. The T2040 performance measures promote the overarching goals shown below. Table 10 illustrates which T2040 goals the TIP’s projects are implementing.

**Table 10: Projects addressing Transportation 2040 Goals**

#	Project	Enhance transportation options & choices for improved system performance	Efficient movement of people, goods, & freight	Prioritize preservation, safety & security of the transportation system	Minimize adverse social, economic & environmental impacts created by transportation
106	Wakarusa Drive Extension	x	x	x	
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	x	x	x	
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	x	x	x	
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.			x	
144	South Iowa St. Traffic Signal Improvement Project	x	x		
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	x		x	
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	x	x	x	
148	Bob Billings - Kasold to Wakarusa Dr.	x	x		
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	x	x		
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	x	x	x	
219	Rte 458/1055 Improvements: E 1500 thru E 1600			x	
230	Queens Road: 6th to North City Limits	x	x	x	x
234	23rd Street Reconstruction: Haskell to East City Limits	x	x	x	x
236	SLT/K-10 West Leg in Douglas County	x	x	x	x
237	SLT/K-10 West Leg in Douglas County	x	x	x	x
243	US-56 Improvements: Eisenhower St to 1st St		x	x	
248	Bridge 0964-1000 replacement			x	
249	Repair bridge #071 on K-10 in Douglas County			x	
300	6th and Massachusetts St Traffic Signal Improvement Project		x		
401	Independence Inc., FTA 5311 Operating & Capital	x		x	x
403	Lawrence Transit Capital Assistance	x	x	x	x
410	Lawrence Transit Central Station	x	x	x	x
412	Lawrence Transit Operating Funds	x	x	x	x
416	Lawrence Transit Electric Buses Phase 1	x			x
417	CARES Act Operating Funds	x	x	x	x
419	American Rescue Plan (ARP) Operating Assistance	x	x	x	x
420	Lawrence Transit Electric Buses Phase II	x			x
421	Zero-Emissions Transition Plan				x
422	Equitable and Accessible Bus Stop Amenities	x	x	x	x
423	AIC - Multimodal Transfer Facility Elements	x	x	x	x
424	AIC - Bus Technology, Accessibility, and Branding Enhancements	x			
425	Electric Buses Phase III	x	x		x
426	Microtransit Pilot	x	x		
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	x	x	x	x
509	West Baldwin Pedestrian/Bike Connectivity Project	x	x		x
513	Lawrence Safe Routes to School Phase 2 (2021)	x	x	x	x
514	Naismith Drive Mobility Enhancement	x	x		x
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	x	x	x	x
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	x	x	x	x
517	Baldwin City Sidewalk Gap Project	x	x	x	x
518	Eudora 10th St. Sidewalk Expansion	x	x	x	x
520	Lawrence Loop - Iowa Crossing	x		x	
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	x			
522	Lawrence Loop Trail from Queens Rd to Kasold	x			
600	Various Railroad Safety Projects in the Region		x	x	
605	DGCO: High Friction Surface Treatment			x	
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	x	x	x	x
608	Signal Improvement at US24/US40/US59 near Lawrence			x	

PBPP is accomplished by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet the targets. The federal performance measures include:

- Safety
- Pavement & Bridge
- System Performance
- Transit

Each federal measure has target setting requirements, which provides the MPO guidance for how our region is doing to achieve the measures. The MPO developed a rolling schedule to update performance measure data based on data availability and when targets are to be reported to KDOT. The most up-to-date data and targets can be found at <https://lawrenceks.org/mpo/t2040/pm>. Through the TIP development process, project sponsors were asked a series of questions to determine if the project would assist the MPO in reaching the region’s desired targets. For this discussion it is important to note, there are thirty (30) projects included in the fiscally constrained TIP.

## Safety Targets

Safety targets are based on a five-year rolling average and annual targets are set. Table 11 displays the current safety targets for 2022. Safety data is obtained from KDOT each August and targets are determined for the next target year in October. Safety performance measures reflect data for all public roads including the number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries.

**Table 11: L-DC MPO T2040 Safety Targets - 2022**

Safety		2022
9)	Number of fatalities	14.9
10)	Rate of fatalities per 100 million VMT	1.1
11)	Number of serious injuries	24.1
12)	Rate of fatalities per 100 million VMT	2.4
13)	Number of non-motorized fatalities & serious injuries	3.3

## TIP Projects Working Towards Safety Goals

All but one of the non-transit projects have some component to address safety concerns. They are categorized as intersection projects, railroad projects, standalone bicycle/pedestrian projects, roadway projects including bicycle and pedestrian elements, and roadway projects. Table 12 displays the projects per category and describes the safety impact of the improvement. Further, common improvements which improve safety and corresponding projects are listed below.

## Common Improvements That Impact Safety

Separated or dedicated facilities for pedestrians and bicyclists

According to a report from the Office of the New York City Mayor, when protected bike lanes are installed, injury crashes for all road users (motorists, pedestrians, and bicyclists) typically drop by 40% and by more than 50% in some locations.<sup>1</sup> (Example: Project #512: Lawrence Loop Shared Use Path)

Dedicated vehicle turning movements lanes

By creating two way left turn lanes, vehicles are separated from through traffic improving traffic flow and reduce the potential risk of rear end crashes. (Example: Project #214: Wakarusa Dr. Reconstruction, Research Pkway to 23rd St)

## Access management

<sup>1</sup> Howard Wolfson Memo on March 21, 2011 regarding Bike Lanes - [http://www.nyc.gov/html/om/pdf/bike\\_lanes\\_memo.pdf](http://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf)

Access management improves safety by separating access points so turning and cross movements occur at fewer locations. (Example: Project #234: 23rd Street Reconstruction: Haskell Ave to East City Limits)

### Roundabouts

According to AASHTO Highway Safety Manual, installing roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.<sup>1</sup> (Example: Project #230: Queens Road: 6th St to North City Limits)

### Meeting design standards

The safety of the roadway can be improved by flattening roadside slopes and making geometric improvements to bring roadways up to design standards. (Example: Project #219: Route 458 Improvements, E 1500 to E 1600 & Route 1055, N940 to N1000)

**Table 12: Projects addressing L-DC MPO Safety Targets**

Roadway Projects that Improve Safety		
#	Project	Safety Improvement
106	Wakarusa Drive Extension	Remove arterial traffic from recreational areas, reduce fire and medical response time, and decrease vehicle use
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Add bike facilities
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)	Geometric improvements
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	Widen shoulders and acceleration/deceleration lanes
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Reconstruction of pavement, sidewalks and bike improvements
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	Widen shoulders will allow for increased safety for bicyclists
148	Bob Billings - Kasold to Wakarusa Dr.	Separated ped/bike facility
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	Separated ped/bike facility
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Sidewalks, bike facilities, two way left turn lanes
219	Rte 458/1055 Improvements: E 1500 thru E 1600	Provide paved shoulders and flatten roadside slopes
230	Queens Road: 6th to North City Limits	Geometric improvements to meet collector street standards, sidewalks, and bike facilities
234	23rd Street Reconstruction: Haskell to East City Limits	New sidewalks, bike facilities, turn lanes, and access management
236	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
237	SLT/K-10 West Leg in Douglas County	Additional through lanes, a new grade separated interchange and reconstructed interchanges, and a reduction of traffic conflicts and decision making points
243	US-56 Improvements: Eisenhower St to 1st St	Geometric Improvements
605	DGCO: High Friction Surface Treatment	Applying high-friction road surface treatment helps maintain pavement friction reducing crashes.

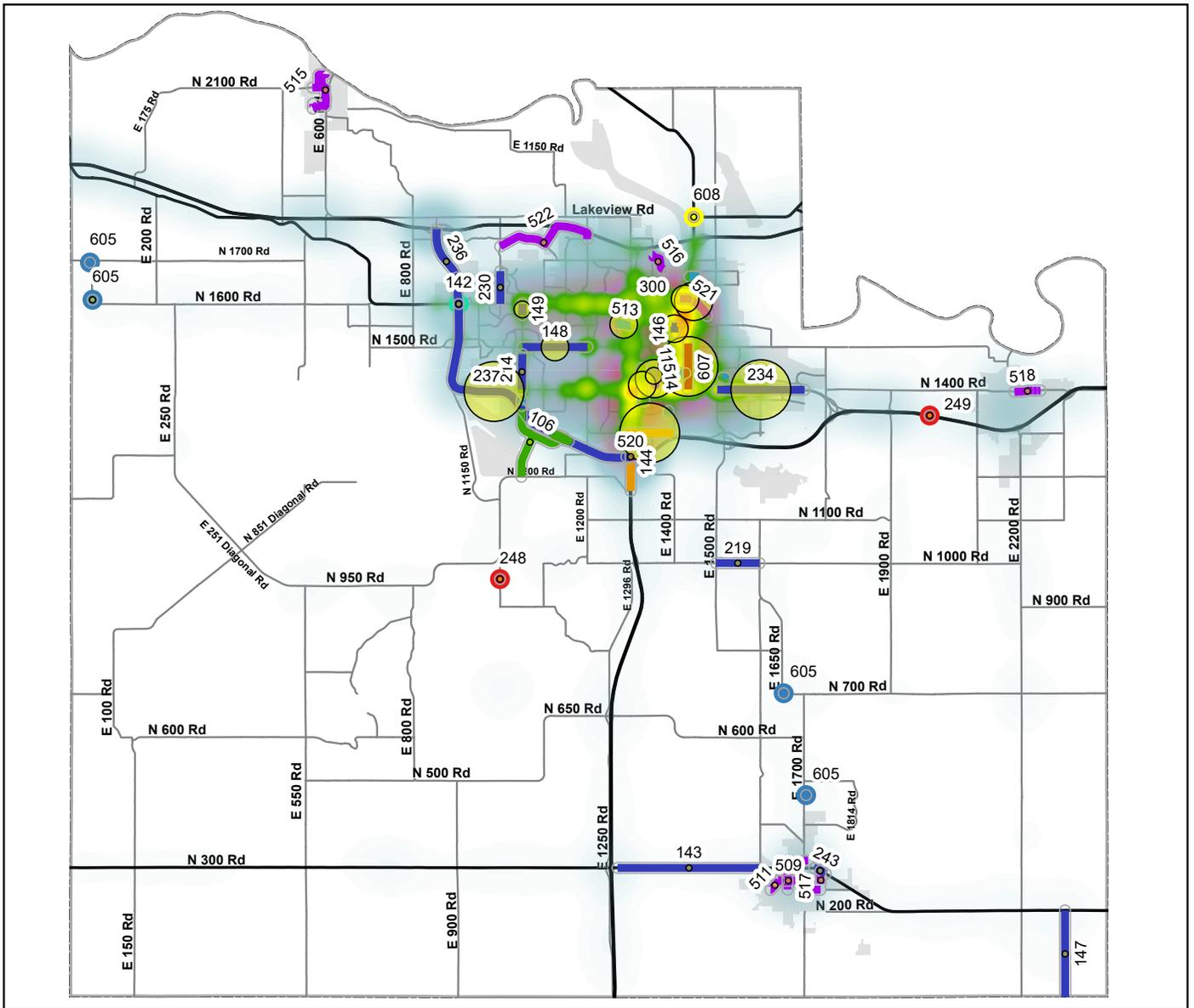
<sup>1</sup> FHWA's Office of Safety - <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts>

**Table 12: Projects addressing L-DC MPO Safety Targets (Continued)**

<b>Bridge Projects that Improve Safety</b>		
<b>#</b>	<b>Project</b>	<b>Safety Improvement</b>
248	Bridge 0964-1000 replacement	Replace with wider bridge
249	Repair bridge #071 on K-10 in Douglas County	Bridge repair
<b>ITS Projects that Improve Safety</b>		
<b>#</b>	<b>Project</b>	<b>Safety Improvement</b>
300	6th and Massachusetts St Traffic Signal Improvement	Pedestrian activation buttons and vehicle detection
144	South Iowa St. Traffic Signal Improvement Project	Improve traffic flow
608	Signal Improvement at US24/US40/US59 near Lawrence	Improve visibility
<b>Bicycle &amp; Pedestrian Projects that Improve Safety</b>		
<b>#</b>	<b>Project</b>	<b>Safety Improvement</b>
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Provide dedicated space for pedestrians and bicyclists
509	West Baldwin Pedestrian/Bike Connectivity Project	ADA compliant sidewalks and separated ped/bike facility
513	Lawrence Safe Routes to School Phase 2 (2021)	Sidewalk
514	Naismith Drive Mobility Enhancement	Separated ped/bike facility
515	Lecompton Sidewalk Loop Project: Historic Loop & Grand Loop Connectivity	Sidewalk
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Separated ped/bike facility
517	Baldwin City Sidewalk Gap Project	Sidewalk
518	Eudora 10th St. Sidewalk Expansion	Sidewalk
520	Lawrence Loop - Iowa Crossing	Grade separated SUP crossing
521	Lawrence Loop Trail - Kaw River -7th street to Constant Park	Separated ped/bike facility
522	Lawrence Loop Trail from Queens Rd to Kasold	Separated ped/bike facility
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Ped/bike facility
<b>Railroad Projects that Improve Safety</b>		
<b>#</b>	<b>Project</b>	<b>Safety Improvement</b>
600	Various Railroad Safety Projects in the Region	This grouped project is for railroad safety projects that improve safety hazards at public railroad crossings. It targets known railroad safety issues throughout the region.

The MPO examined January 2012 to August 2022 crash data provided by KDOT to determine high crash locations. As shown in Figure 6, there were 18,613 crashes in this time frame within 1/8 mile of the TIP project locations, compared to a total of 28,576 total crashes in Douglas County.

**Figure 6: TIP Projects at Crash Locations**

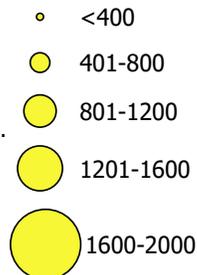


**Overall Crash Heat Map**



\*The overall crash heat map includes pedestrian and bicycle crashes as well.

**Vehicle Crashes within 1/8 Mile of TIP Project**

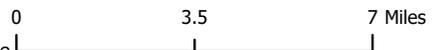


- Fiber
- Pedestrian/Bicycle
- Road
- Road, Bridge
- Safe Routes to School
- Safety

- Interchange
- Signal
- Surfacing
- Bridge
- City Limits
- County Limits

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## Pavement & Bridge Targets

Pavement data categorizes pavement as Good and Poor. Good condition suggests no major investment is needed, while poor condition suggests major reconstruction investment is needed. Pavement condition is evaluated by measuring International Roughness Index (IRI), Present Serviceability Index (PSR), Cracking Percent, Rutting, and Faulting (uneven slabs of concrete). Bridge data is based on deck area. Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. National Highway System (NHS) bridge condition and Interstate and Non-Interstate NHS pavement condition data is provided by KDOT. The bridge targets are shown in Table 13, while the pavement targets are in Table 14.

**Table 13: L-DC MPO T2040 NHS Bridges by Deck Area Targets - 2022**

Bridge	2022
14) Percentage of NHS bridges by deck area classified as in GOOD condition	95.8%
14) Percentage of NHS bridges by deck area classified as in POOR condition	0.0%

**Table 14: L-DC MPO T2040 Interstate and Non-Interstate NHS Pavement Condition Targets - 2022**

Pavement	2022
18) Percentage of pavements of the Interstate System in GOOD condition	96%
18) Percentage of pavements of the Interstate System in POOR condition	0%
19) Percentage of pavements of the Non-Interstate NHS in GOOD condition	58%
19) Percentage of pavements of the Non-Interstate NHS in POOR condition	3%

## TIP Projects Working Towards Pavement & Bridge Goals

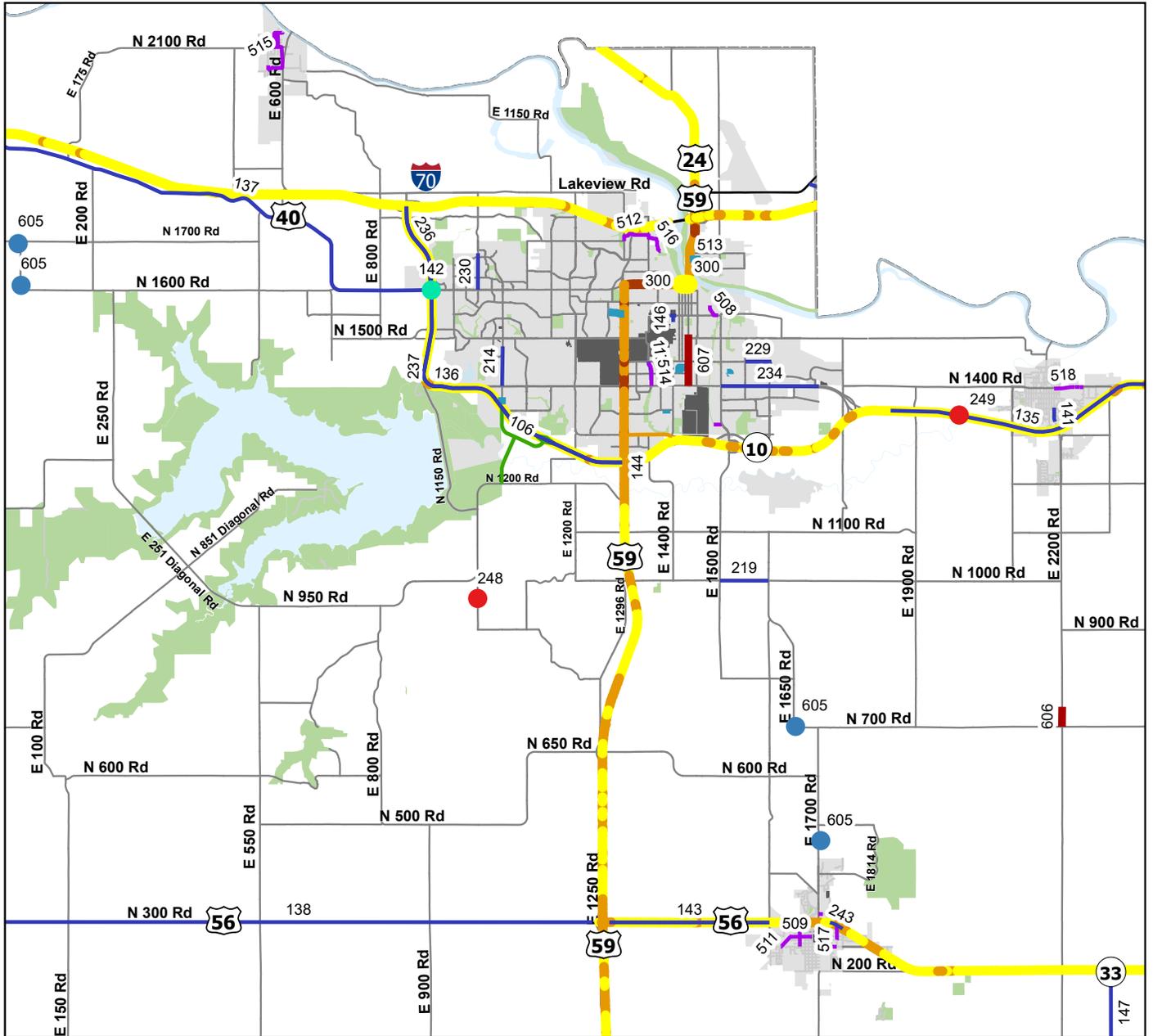
There are two bridge projects in the TIP. One is a NHS bridge - #249 the K-10 bridge over the Wakarusa River. Improving the overall quality of bridges in Douglas County will assist in achieving the local performance measures of improving non-NHS bridges. Table 15 displays the projects which improve pavement conditions.

**Table 15: Projects Improving Pavement Conditions**

#	Project	Year	Length	Cost
106	Wakarusa Drive Extension	2019-2025	2	\$ 12,750
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	2023-2024	0.5	\$ 4,300
142	US-40/K-10 Interchange Improvement (Diverging Diamond Interchange)*	2021-2025	0	\$ 16,556
214	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	2022-2023	1.47	\$ 7,300
219	Rte 458/1055 Improvements: E 1500 thru E 1600	2020-2021	1.6	\$ 3,609
230	Queens Road: 6th to North City Limits	2015-2022	0.75	\$ 3,800
234	23rd Street Reconstruction: Haskell to East City Limits	2020-2022	2.01	\$ 10,850
143	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.*	2021-2025	3.75	\$ 1,200
148	Bob Billings - Kasold to Wakarusa Dr.	2025-2026	1.5	\$ 13,100
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	2022-2023	0.25	\$ 1,750
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	2023-2024	1.1	\$ 1,600
147	K-33: Wellsville to U.S. 56 (N. 200th Road) junction	2022	2.01	\$ 2,000
149	Wakarusa Dr. Reconstruction - Harvard Rd to 6th Street	2024-2025	0.25	\$ 1,250
	* Project on NHS			

Figure 7 displays TIP projects and NHS pavement condition. It assists in determining if projects will assist in improving "poor" pavement and achieving our pavement condition targets. The other projects which are not on the NHS will help achieve the local performance measures of improving non-NHS major roads (collector and above) pavement condition.

**Figure 7: Fiscally Constrained TIP Projects and Pavement Data**

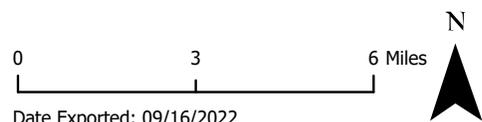


**2021 Pavement Data**

- |               |                       |               |                       |
|---------------|-----------------------|---------------|-----------------------|
| Good Pavement | Signal                | Parks         | Pedestrian/Bicycle    |
| Fair Pavement | Surfacing             | University    | Road                  |
| Poor Pavement | Pedestrian/Bicycle    | Water         | Road, Bridge          |
| Bridge        | Road                  | City Limits   | Safe Routes to School |
| Interchange   | Road/Bridge           | County Limits | Safety                |
|               | Safe Routes to School | Fiber         |                       |

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## System Performance Targets

Reliability performance measures relate to person-miles traveled on the Interstate and Non-Interstate NHS, as well as truck travel time reliability on the Interstate. This equates to consistency or dependability of travel times. This data all comes from National Performance Management Research Data Set (NPMRDS) RITIS. The Interstate (I70) is maintained by the Kansas Turnpike Authority (KTA). Table 16 displays the system performance reliability targets.

**Table 16: L-DC MPO T2040 Reliability Targets - 2022**

System Performance	2022
6) Percent of the Person-Miles Traveled on the Interstate That Are Reliable (LOTTR)	99%
6) Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (LOTTR)	99%
8) Truck Travel Time Reliability (TTTR) Index on the Interstate system	1.07

## TIP Projects Working Towards System Performance Goals

There are no TIP projects that are part of the interstate system. Thus there are no specific projects working to achieve the person-miles traveled and truck travel time reliability targets pertaining to the interstate (T2040 PM 6 and 8). Furthermore, the data is provided as a set number by from NPMRDS RITIS and there is no way to determine which portion of the roadway is assigned a specific score. There are five (5) projects on the Non-Interstate NHS, but none of them improve the person-miles traveled reliability (LOTTR) as none of the projects are adding auto capacity.

## Transit Targets

Transit State of Good Repair measures include the Useful Life Benchmark (ULB) for revenue and non-revenue vehicles by auto type including full-sized buses, cutaway buses, vans, minivans, SUVs, and automobile. The percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale is another federal performance measure, but there are no federally funded transit facilities in the MPO area. The MPO supports the State's target, but collected transit state of good repair information for local planning purposes only (Table 17).

**Table 17: L-DC MPO T2040 Transit State of Good Repair Targets (Useful Life Benchmark – ULB)**

Transit State of Good Repair	Vehicle Type	Target
16) Revenue Vehicles	Full-sized bus	25%
	Cutaway bus	25%
	Van	25%
	Minivan	25%
16) Non-Revenue Vehicles (Equipment)	Minivan	75%
	SUV	75%
	Automobile	75%
17) Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale	There are no federally funded facilities	

The Useful Life Benchmark (ULB) is the expected service years for a vehicle class. For example, a minivan is expected to last for at least 8 years. The MPO supports the State's targets. Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.

Table 18 displays the Lawrence Transit 2020 Safety Targets. Lawrence Transit accepted the State's targets for all of the measures except system reliability. Safety events are comprised of collisions, fires, hazardous material spills, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds. These measures will be updated yearly.

**Table 18: Lawrence Transit Safety Targets - 2020**

Mode of Transit Service	Fatalities (per 100 Thousand Vehicle Revenue Miles)		Injuries (per 100 Thousand Vehicle Revenue Miles)		Safety Events (Total)	Safety Events (per 100 Thousand Vehicle Revenue Miles)	System Reliability (Vehicle Revenue Miles/Failures)
	Fatalities (Total)		Injuries (Total)				
Fixed Route Bus Service	0	0	2	0.2	2	0.2	40,000
Demand Response Bus Service	0	0	2	0.2	2	0.2	40,000

Source: 2020-State Sponsored Agency Safety Plan Lawrence Transit and Kansas Department of Transportation. Lawrence City Commission 8/18/2020.

## TIP Projects Working Towards Transit Goals

According to information provided by project sponsors, five (5) out of fourteen (14) transit projects will help address the transit useful life benchmark (shown in Table 19). The projects include purchasing new transit vehicles and preventative maintenance on vehicles. By purchasing these new vehicles the overall percentage of vehicles at or exceeding the Useful Life Benchmark (ULB) will be reduced (Table 19), Further, the Lawrence Transit Capital, Operating, and Electric Buses projects will work towards meeting the Lawrence Transit specific System Reliability Transit Safety target shown in Table 18 These projects are shown in Table 20.

**Table 19: Projects addressing L-DC MPO Transit Useful Life Benchmark Targets**

#	Project	How the Project Improves Transit ULB
401	Independence Inc., FTA 5311 Operating & Capital	Vehicle preventative maintenance/Purchase New Vehicle
403	Lawrence Transit Capital Assistance	Purchase paratransit vehicles
412	Lawrence Transit Operating Funds	Vehicle preventative maintenance
416	Lawrence Transit Electric Buses Phase 1	Replaces five diesel powered buses with electric buses
420	Lawrence Transit Electric Buses Phase II	Replaces two diesel powered buses with electric buses

**Table 20: Projects addressing Lawrence Transit Safety Targets**

Transit Projects that Improve Safety		
#	Project	Safety Improvement
419	American Rescue Plan (ARP) Operating Assistance	Transit safety

## Progress towards Targets

In summary, based on information available, the MPO believes we are on track to meet the goals set in Transportation 2040.

## Evaluating Performance over Time

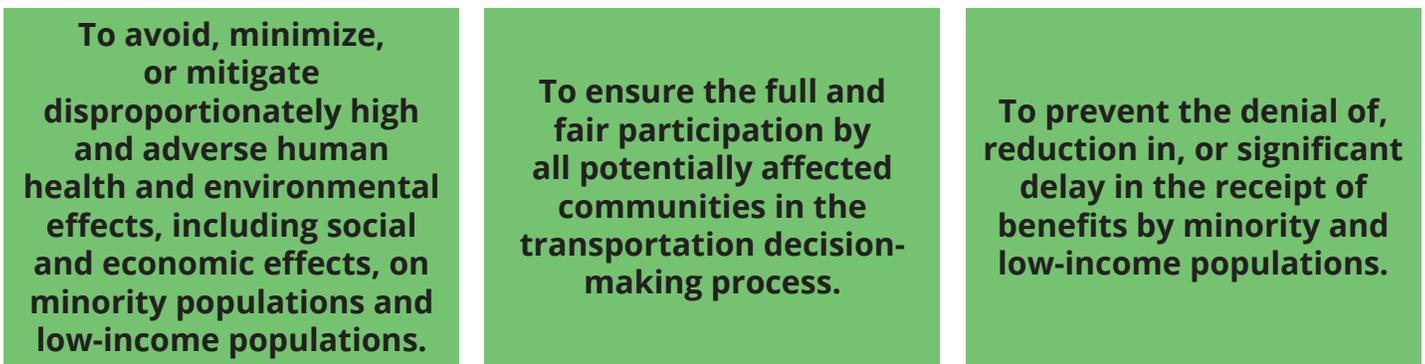
Federal performance measures will be tracked annually in the performance measure report – T2040 Appendix F: System Performance Report, which will be updated on a rolling basis based on when data is available. View the most current data at the performance measure website:

<https://lawrenceks.org/mpo/t2040/pm>. Performance measures will be evaluated as part of the annual report process and may be altered as the MPO Policy Board deems necessary (based on the Public Participation Plan (PPP)). Evaluating performance measures will be updated when a full TIP update is completed or if regulations have changed requiring an update.

# ENVIRONMENTAL JUSTICE REVIEW & EQUITY ...HOW ARE WE ELEVATING EQUITY?

The Environmental Protection Agency (EPA) defines Environmental Justice as the “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental Justice (EJ) is a federal requirement that projects using federal funds be selected and distributed fairly to all people regardless of income or race and that all people have equal access to the benefits afforded by federally funded projects as well as equal access to the decision-making process for the selection of those federal projects.<sup>1</sup> This concept is conveyed in the three Environmental Justice Principles shown in Figure 8.

**Figure 8: U.S. DOT Environmental Justice Principles**



Read about how the MPO is providing access to the transportation planning process at [www.lawrenceks.org/mpo/public\\_participation](http://www.lawrenceks.org/mpo/public_participation).<sup>2</sup>

## Methodology for Identifying EJ Populations

The MPO identifies minority and low income populations and evaluates their proximity to TIP projects at a regional scale. The MPO then examines the distribution of funds. However, ultimately project selection and scope are the responsibility of the project sponsor. Thus the MPO recommends project sponsors consider equity when selecting projects.

### Define Target Populations and Thresholds

Low-income and minority populations were identified in the MPO area. This is done by utilizing Census block groups and 2011-2015 American Community Survey (ACS) 5-year estimate data. Block groups are determined to meet the EJ threshold if they meet either of the criteria listed below.

Low/Moderate Household Income Population, by 2010 Census Block Groups (and April 2019 income data)

The threshold for low/moderate household income was 51 percent or more of the population residing in households earning less than 80 percent of the area’s median income. The City of Lawrence Neighborhood Resources Division of the Planning and Development Services Department currently

<sup>1</sup> This policy is defined in Executive Order 12898 that was signed by President Clinton on February 11, 1994.

<sup>2</sup> Title VI Civil Rights and Environmental Justice Non-Discrimination issues can be found in the MPO’s Title VI Program Manual and the Public Participation Plan. More Environmental Justice information related to programs, including MPO operations which are funded by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), can be found at the following website: [https://www.fhwa.dot.gov/environment/environmental\\_justice/](https://www.fhwa.dot.gov/environment/environmental_justice/)

uses this information to identify areas within the community that have higher concentrations of low and moderate income residents. This data is updated every five years unless there is a change to the census tracts and block group boundaries. Various housing rehabilitation program funds and Community Development Block Grant (CDBG) funds are targeted toward these areas.

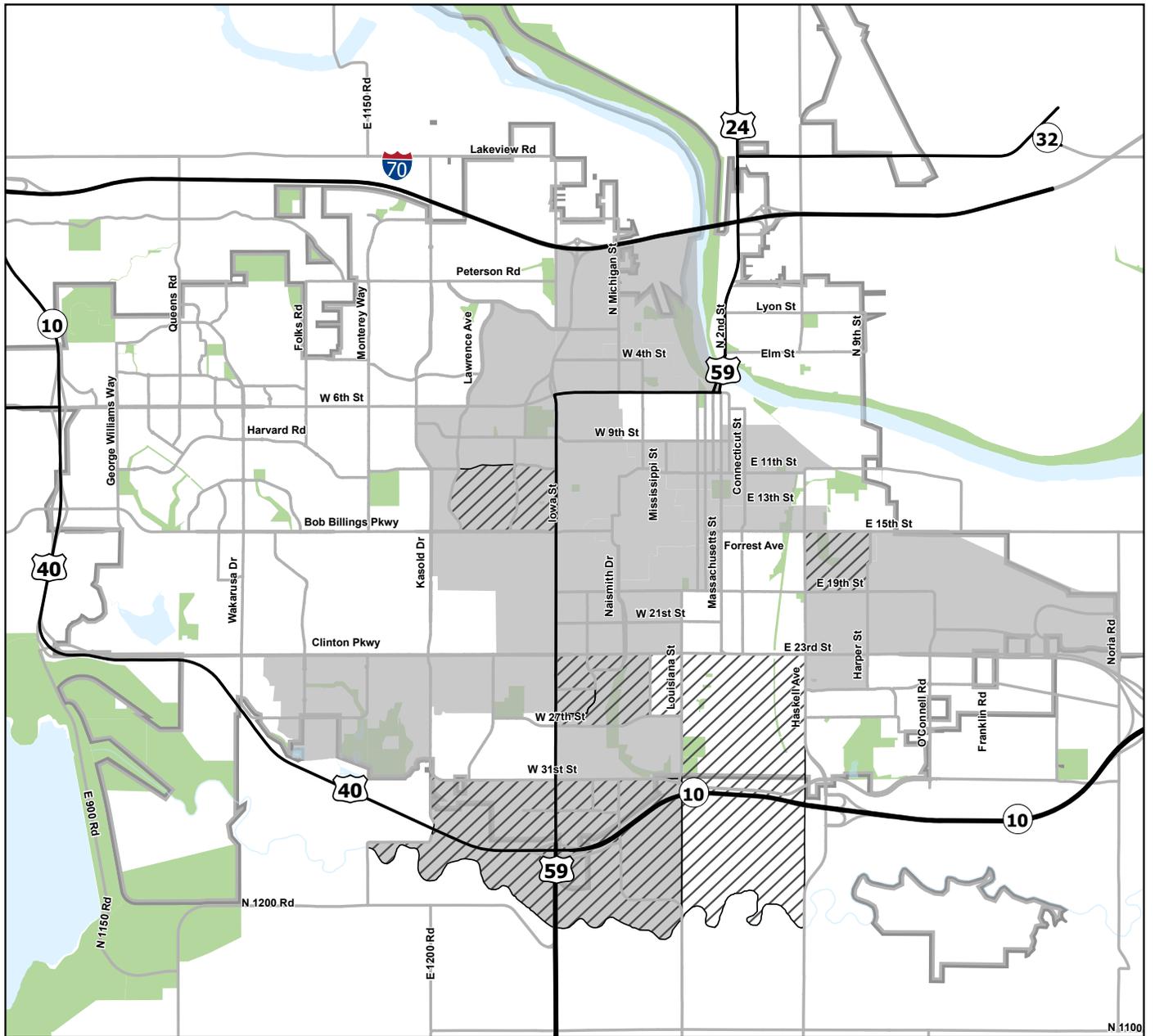
### 135% of Mean Minority Population, by 2020 Census Block Groups

The US Census Bureau collects demographic data for race and ethnicity. The majority race in this region is White/Caucasian and the other races, as well as those of Hispanic or Latino origin, collectively are considered as the minority group population for this EJ analysis. Census Block Group data indicates 22.6% of Douglas County belongs to a minority population. A threshold of 135% of the county average is used to assess Block Groups with high concentrations of minority populations. 135% of 22.6% is 30.5%, meaning Block Groups that exceed 30.5% minority population are classified as EJ zones. Figures 9 and 10 show these EJ zones.

## Transportation Disadvantage

Similar to EJ review, evaluating transportation disadvantage provides a data driven approach to understanding distribution of transportation networks, services, and projects. Transportation disadvantage builds upon the approach of EJ but includes additional criteria. These criteria include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low-moderate income households. This TIP does not include analysis of transportation disadvantage but it is a tool that can be used for project selection. To view more information visit <https://lawrenceks.org/mpo/transportation-disadvantaged>.

**Figure 9: EJ Zones (Lawrence)**



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Parks
- City Limits
- Minority Block Groups
- Water

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0 1.25 2.5 Miles

**N**

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## Assess and Analyze Investments in the TIP

When assessing and analysing investments in the TIP and their effect on EJ populations and Transportation Disadvantaged Populations it is more than only the location of projects and how many are (or aren't) in EJ areas. Further, considerations for long and short term effects of projects must be considered. The term "Disproportionately High and Adverse Effects" is utilized in this analysis, which refers to interrelated social and economic effects which may include:

- Bodily impairment, infirmity, illness or death.
- Air, noise, water pollution and soil contamination.
- Destruction or disruption of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community.
- The denial of, reduction in or significant delay in the receipt of benefits of Federal Highway Administration (FHWA)/Department of Transportation (DOT) programs, policies or activities.

Disproportionately high and adverse effects refer to effects that:

1. Are predominately borne by a minority population and/or low-income population.
2. Will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

## Analysis of Road/Bridge & Bicycle/Pedestrian TIP Projects

The following pages present information about the TIP projects and their impact on EJ zones and Transportation Disadvantaged Populations. Although the MPO does not select projects, it is the MPO's duty to present data and information related to equity to assist project sponsors in selecting projects which will not disproportionately have high and adverse effects on low income, minority, or other transportation disadvantaged populations.

The fiscally constrained TIP projects were mapped to see where the projects intersect with EJ zones. Not all TIP projects could be mapped for the EJ analysis. This analysis does not include transit allocations, planning studies, and projects that are not limited to a specific point on a map. Table 22 shows the total 2021-2024 TIP projects, the TIP projects that were able to be mapped, and the mapped TIP projects that are within the EJ zones.

Thirty-three (33) projects were mapped in this 2023-2026 TIP, for a combined total of \$154.4 million. Of the 33 mapped projects in the TIP, 13 are considered EJ projects for the purpose of this analysis for a total improvement cost of \$66.6 million (as shown in Table 21). Approximately 43% of the total funding for the 33 mapped projects will be invested in EJ zones. These projects are within or intersect a road that is in an EJ zone or along an EJ zone border and are shown in Figure 10.

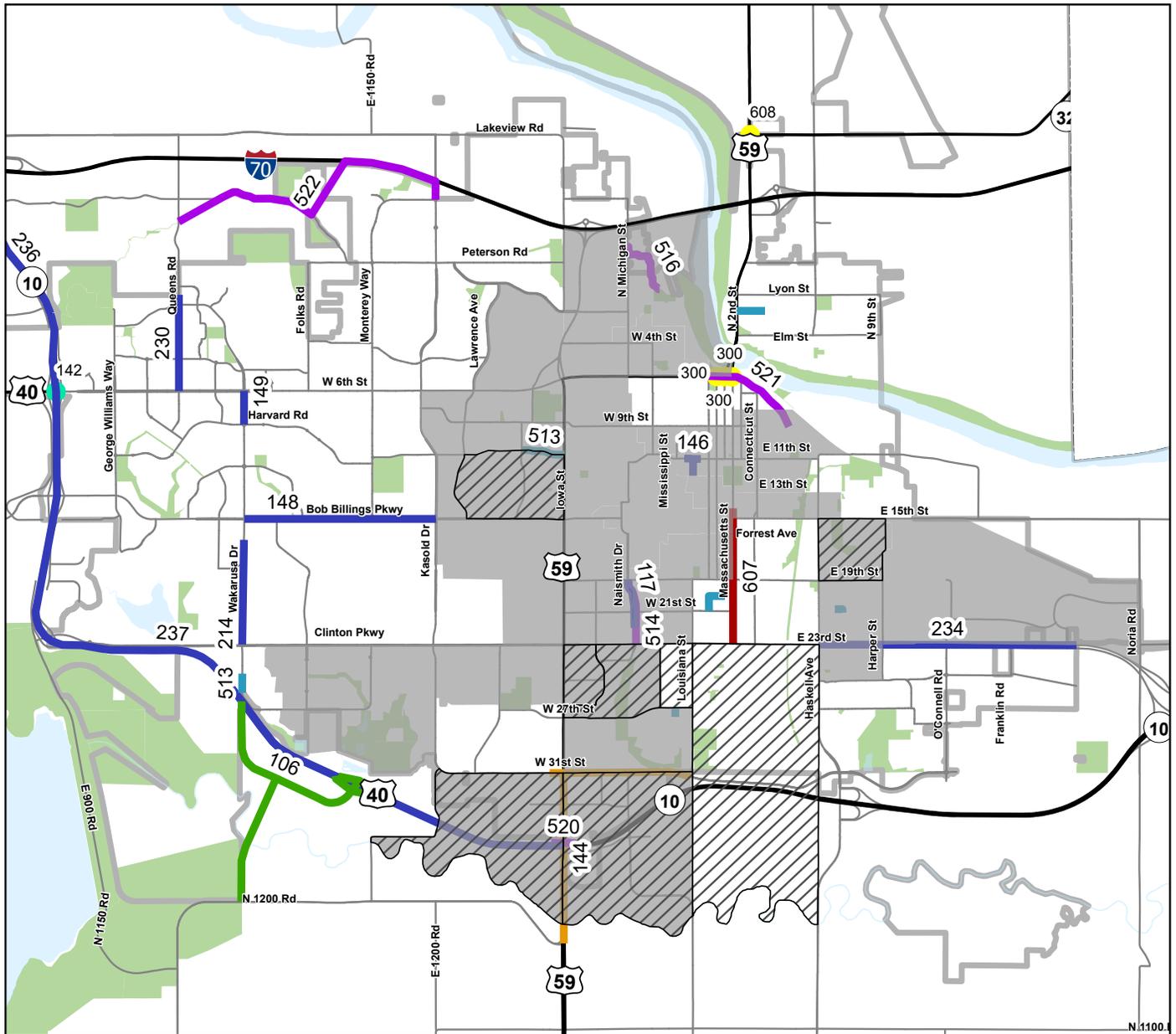
**Table 21: Fiscally Constrained TIP Projects (shown in \$1,000s)**

	Number of Projects	Total Project Costs*
TIP Projects (2023-2026)	48	\$ 221,025
TIP Projects Mapped (2023-2026)	33	\$ 154,433
TIP Projects Mapped In EJ Zones (2023-2026)	13	\$ 66,592
*Total project costs include project phases outside of the TIP years (2023-2026)		
Note: TIP Project 507 Various Lawrence Sidewalk/Bike/Ped/ADA Ramps Projects are not mapped but EJ prioritization is included in the process of project selection, thus this project was included in the projects mapped in EJ zones.		

**Table 22: EJ Zone Projects (shown in \$1,000s)**

#	Project Name	Project Type	Miles of New Bikeway	Miles of New Sidewalk	Total Project Cost
117	Naismith Drive Reconstruction: 19th St. to 23rd St.	Road	0.5	0	\$ 4,300
144	South Iowa St. Traffic Signal Improvement Project	ITS	0	0	\$ 863
146	11th St. - Indiana to Ohio; Louisiana - 11th to 12th Reconstruction	Road	0.25	0.05	\$ 1,750
234	23rd Street Reconstruction: Haskell to East City Limits	Road	TBD	TBD	\$ 10,850
237	SLT/K-10 West Leg in Douglas County	Road/Interchange	0	0	\$ 30,800
300	6th and Massachusetts St Traffic Signal Improvement Project	ITS	0	0	\$ 700
507	Various Lawrence Bike/Sidewalk/ADA Ramps Projects	Pedestrian/Bicycle	TBD	TBD	\$ 3,650
513	Lawrence Safe Routes to School Phase 2 (2021)	Transportation Alternatives	0	0.9	\$ 675
514	Naismith Drive Mobility Enhancement	Pedestrian/Bicycle	0.25	0.25	\$ 412
516	Lawrence Loop Shared Use Path: Michigan St. to Sandra Shaw Park	Transportation Alternatives	0.47	NA	\$ 1,451
520	Lawrence Loop - Iowa Crossing	Pedestrian/Bicycle	0.03	0	\$ 1,898
521	Lawrence Loop Trail - Kaw River - 7th street to Constant Park	Pedestrian/Bicycle	0.5	0	\$ 9,905
607	Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Safety	1.1	0.25	\$ 1,600
		<b>Totals</b>	<b>3.1</b>	<b>1.45</b>	<b>\$ 68,854</b>

**Figure 10: MPO Fiscally Constrained Programmed Projects in Relation to EJ Zones**



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- |   |             |                    |                       |
|---|-------------|--------------------|-----------------------|
| Low-Moderate Income Block Groups              | Parks       | Fiber              | Safe Routes to School |
| 99% Confidence Interval Minority Block Groups | University  | Pedestrian/Bicycle | Safety                |
|   | Water       | Road               | Signal                |
|   | City Limits | Road, Bridge       |                       |

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0 1 2 Miles

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 Source: 2016-2020 ACS 5-yr Est. & CDBG Income  
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EJ analysis is more than just the location of the projects and how many are (or aren't) in EJ areas. Therefore additional data was gathered on the projects and the EJ zones. Projects were evaluated to determine their contribution to meeting the region's performance measure goals. Information was gathered about the EJ zone versus the rest of the County. As shown in Table 23, 13% of the miles of road centerline are located in the EJ zone, while the EJ comprises 4% of the total square miles for the County and 53% of the total population. The EJ zone has a per capita spending on TIP projects of \$1,065 compared to \$1,510 in the non EJ zone. The geographic distribution of projects in relation to defined EJ zones indicated EJ areas are not being denied the benefit of federal transportation spending.

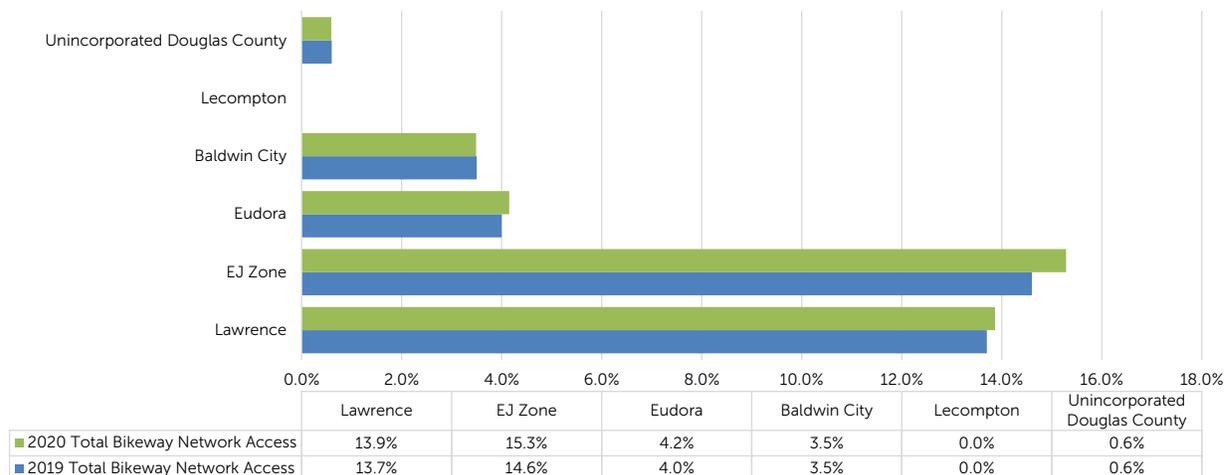
**Table 23: EJ Zone Statistics v. Douglas County**

	Total Douglas County	Non EJ Zone	EJ Zone	EJ Zone%
# of Road Centerline Miles	1451	1260	191	13%
Square Miles	475	456	19	4%
Population	121,304	56679	64,625	53%

Transportation 2040 has twenty-six (26) performance measures, a mixture of federally required and locally developed measures. Several of them address access and transportation barriers.<sup>1</sup> The analysis below delves into the measures and the anticipated impacts of the projects programmed in this TIP.

Access to the bicycle and pedestrian networks is also important when considering equity. Access is directly tied to health equity. Health inequities can refer to people having difficulties obtaining medical services, high transportation costs, and long commute times. Transportation 2040 Performance Measure #1 is the percentage of households who have access within a ¼ mile to the bikeway network (bicycle boulevard, bike lane, protected bike lanes, shared use path). Overall access to the bicycle network is slightly higher in EJ areas than non EJ areas.

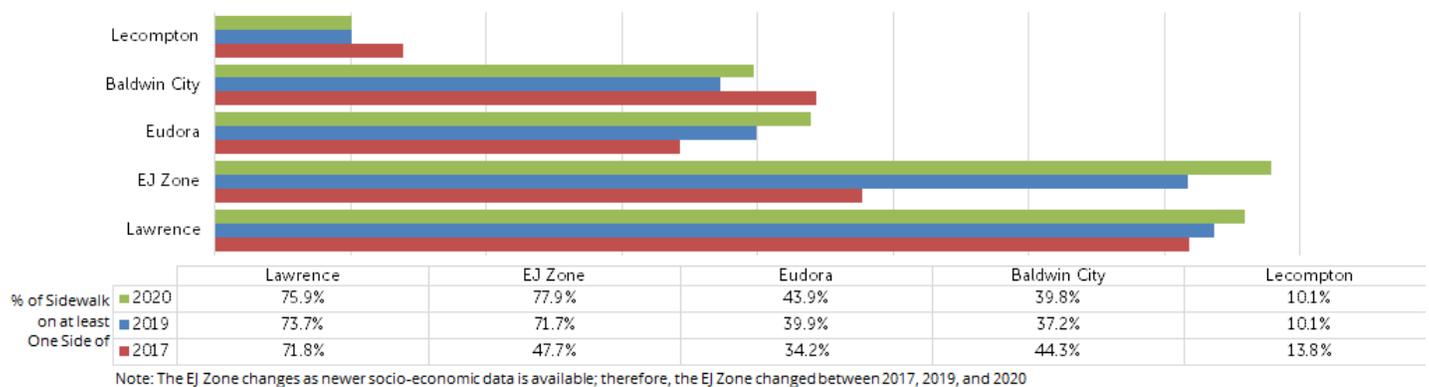
**Figure 11: Percentage of Households who have Access within 1/4 mile to the Bikeway Network (T2040 PM1)**



Note: The EJ Zone changes as newer socio-economic data is available; therefore, the EJ Zone changed between 2019 and 2020.

Another measure to measure access to bicycle and pedestrian facilities is Transportation 2040 Performance Measure #2 (Percentage of public streets with sidewalks on at least one side). Overall access to the pedestrian network is slightly higher in EJ areas than non EJ areas. Access provides mobility and opportunities to improve quality of life, thus projects should be prioritized in the EJ areas which provide transportation choices. There are thirteen (13) projects in the FFY2023 TIP which will add to the bicycle and pedestrian networks thereby increasing access. At least 2.5 miles of new sidewalks and 3.1 miles of new bikeways will be constructed in the EJ zone. These numbers do not take into account facilities on 23rd St. Reconstruction: Haskell Ave. to East City Limits (234) or the Various Lawrence Sidewalk/Bike/Ped/ADA Ramps (507) projects as the miles have not been determined. Project 514 – Naismith Mobility Enhancement – is installing sidewalk and transit connections and improvements in an EJ area. This project will pave the existing “goat path” where people have historically walked. Project 507 – Various Lawrence Sidewalk/Bike/Ped/ADA Ramps – is a grouped project for the dedicated funding for non-motorized projects and ADA Ramps in Lawrence. Approximately \$675,000 of local funding is available every year for dedicated bicycle and pedestrian projects and \$325,000 of local funding is programmed every year for improving ADA ramps. The dedicated bike/ped funding utilizes the Non-Motorized Projects Prioritization Policy to select projects. Consideration of equity in distribution of projects in EJ zones is part of the selection process. Also \$300,000 of Community Development Block Grant (CDBG) is budgeted to the City of Lawrence to address sidewalk and ADA ramp issues in the low/moderate income areas (a portion of the EJ zones). The City is allocated a percentage of CDBG funding each year so the \$300,000 is a place holder. All of the local and federal funding used to build new miles of bikeway and sidewalk will improve connectivity and mobility for all populations.

**Figure 12: Percentage of Public Streets with at Least Sidewalk on One Side of Streets (T2040 PM2)**



The Center for Neighborhood Technology’s Total Driving Costs tool measures the costs of car ownership and use for jurisdictions.<sup>1</sup> It utilizes a variety of data points to determine if transportation costs are unaffordable, which are any costs that are higher than 15% of an average household’s income. Table 24 displays the 2017 update. (The Center for Neighborhood Technology plans to update their tool with newer data, but they are dependant on grant funding to do so.) As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multimodal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation cost. Table 24 displays the 2022 update. As shown, all MPO jurisdictions have annual transportation costs over the 15% income threshold. This is a barrier to mobility and access. While the projects in the TIP do not impact fuel prices, the access to multi-modal transportation networks are fundamental to transportation access and choices, which can lessen the burden on transportation costs.

<sup>1</sup> Access the Center for Neighborhood Technology’s Total Driving Costs tool at: <https://htaindex.cnt.org/total-driving-costs/>  
FFY2023 TIP

**Table 24: Average Cost of Transportation per Household (T2040 PM22)**

	Total Annual Transportation Costs	Annual Transportation Costs % Over Affordable
<b>Lawrence</b>	\$ 12,900	141%
<b>Eudora</b>	\$ 15,059	165%
<b>Baldwin City</b>	\$ 15,232	166%
<b>Lecompton</b>	\$ 16,868	184%
<b>Douglas County</b>	\$ 13,725	150%

Note: Annual Household Income: \$61,020

15% of Income for Transportation = Affordable: \$9,153

Transportation costs are considered affordable if they are 15% or less of household income; This calculation used gas priced at \$3.80 and Regional Typical Household Characteristics. Data was gathered in 2017, an update will be completed when the CNT has grant funding potentially in 2021.

Source: Center for Neighborhood Technology's Total Driving Costs Tool

<https://htaindex.cnt.org/total-driving-costs>

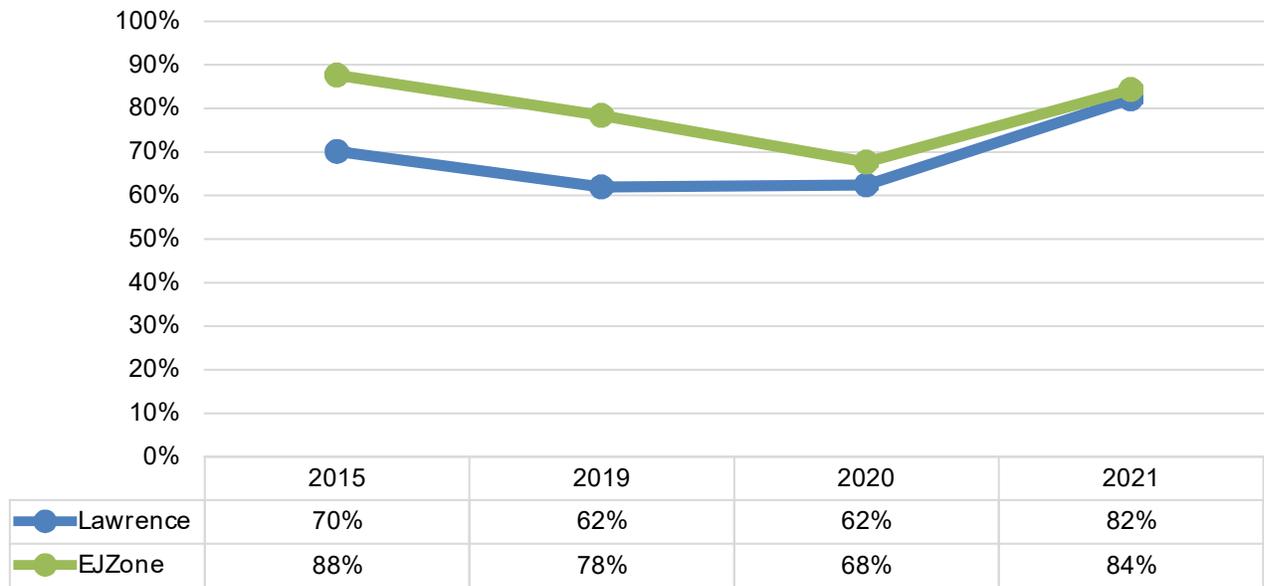
Another consideration is safety. Both vehicle and non-motorized (bicycle riders and pedestrian) crashes between 2017 and 2021 were mapped. A heat map showing the crashes and the number of crashes near TIP projects is found in Figure 6 (in the Performance Measure Chapter).

### Analysis of Fixed Route Transit TIP Projects

Lawrence Transit & KU on Wheels 2022 fixed routes are shown on Figure 21. Sixteen (16) or 80% of the current routes have 30 minute or less service during peak times. As resources become available, Lawrence Transit & KU on Wheels are transitioning routes which warrant increased service to 30 minute or less service during peak times; however, KU on Wheels has seen recent service reductions due to budget constraints. Route information can be accessed at [www.lawrencetransit.org/routes](http://www.lawrencetransit.org/routes). None of the Lawrence Transit projects were mapped because transit service occurs throughout the community and is not located on one fixed point. Lawrence Transit projects include operating costs for fixed route and paratransit services, as well as the capital costs associated with vehicle acquisition.

Transportation 2040 Performance Measure #5 is the percentage of households with access within a 1/4 mile to a bus stop (Figure 13). Overall access to bus stops in EJ areas in comparison to Lawrence as a whole has increased since 2015. The Naismith Drive Mobility Enhancement (# 514) project will increase access by installing sidewalk leading to a bus stop. There are other unmapped bicycle and pedestrian projects (CDBG and Lawrence dedicated bicycle and pedestrian projects) which will likely improve access. Future analyses will evaluate the access added by these projects.

**Figure 13: Percentage of Households with Access within a ¼ Mile to a Bus Stop (T2040 PM5)**



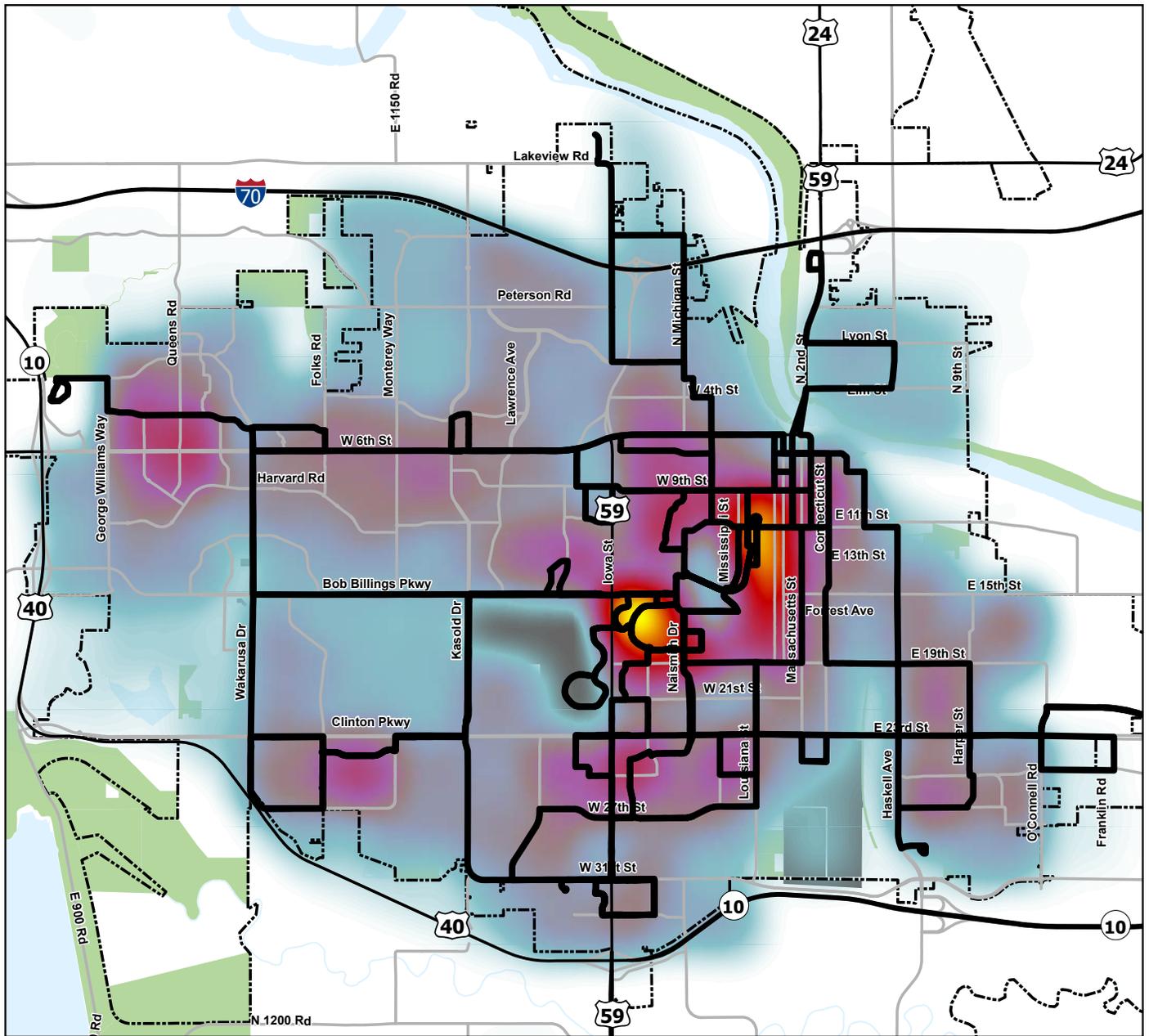
Note: Access was calculated for the EJ zone that existing in 2021 has not been calculated for the EJ area included in this TIP. The EJ Zone changes as newer socio-economic data is available, including in 2019 and 2020

For the case of federally supported transit services, both the fixed route system and paratransit service areas, cover parts of Douglas County with low-income and/or minority populations (Figure 14). Therefore, the TIP projects associated with these transit and paratransit services are all considered to serve EJ populations and to be located in EJ zones for the purpose of this analysis. If there is any difference with EJ zones it seems to be that some EJ zones receive greater choice and frequency of transit services because those areas coincide with the parts of the region with population densities high enough to support frequent fixed route transit (see the transit routes overlaid on population estimates in Figure 15).

Further, maps were created to determine the percentage of households within the EJ zones that are within a ¼ mile buffer of transit routes and the Transportation Disadvantaged Population overlaid with the fixed route transit routes. As shown in Figure 13, approximately 84% of households within the EJ zones are within ¼ mile of a transit route. A ¼ mile is generally the distance people are comfortable walking. Thus, 84% of households within EJ zones have easy to access transit service, thereby expanding their mobility.



**Figure 15: Lawrence Transit 2022 Routes and 2020 Population Estimate Densities**



2020 Population Estimates	2022-2023 Transit Routes	University	City Limits
Least Dense	Parks	Water	
Most Dense			

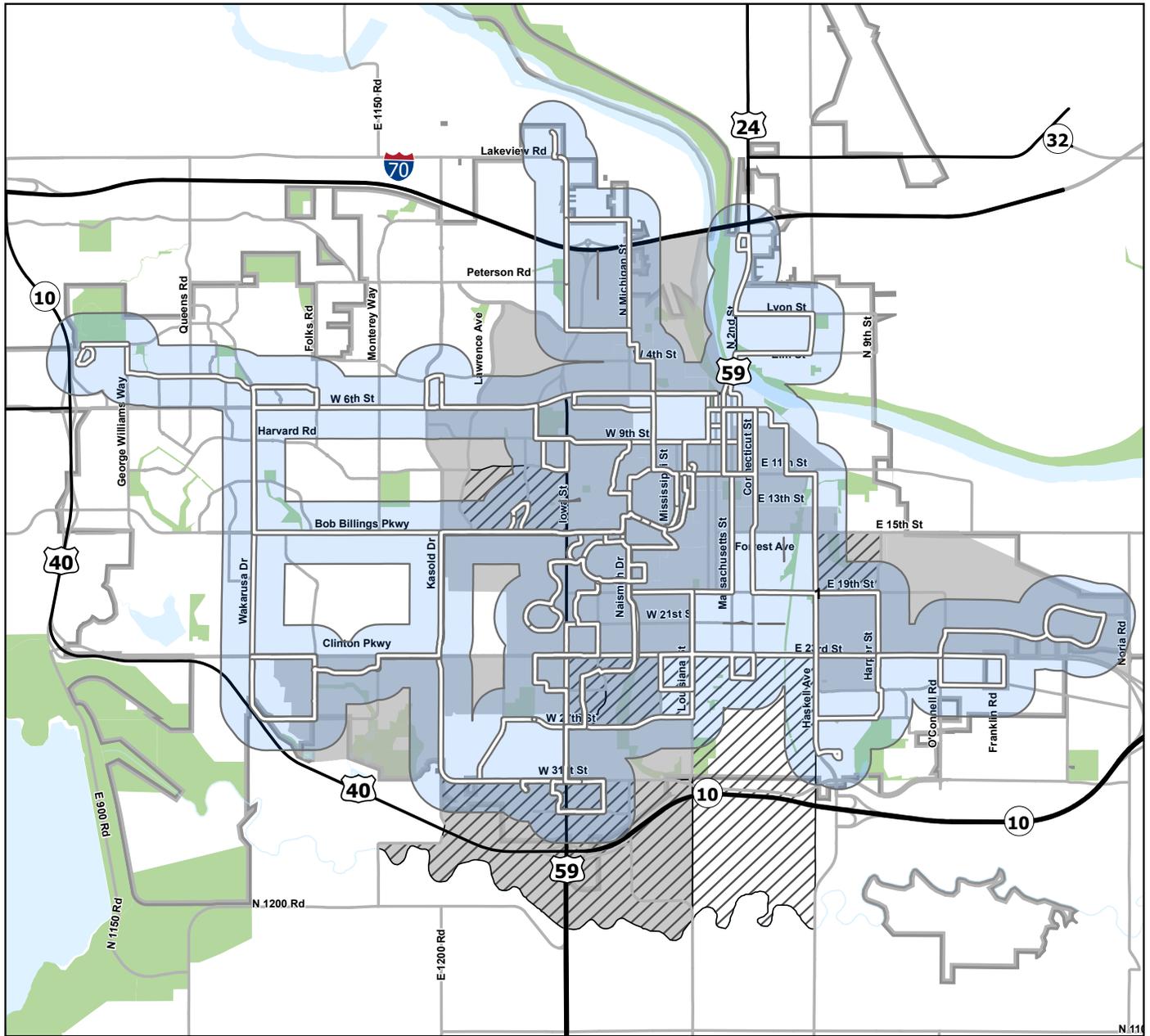
**DISCLAIMER NOTICE**

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

0 1 2 Miles

Date Exported: 9/21/2022  
 Source: Lawrence Transit & Plan 2040 Population Est.  
 Produced: Lawrence-Douglas County MPO

**Figure 16: Fixed Route Transit Route Buffers 2022 in Relation to EJ Zones**



Environmental Justice (EJ) zones are comprised of low to moderate income households (shown in gray) and/or minority households (indicated with diagonal lines) populations. These zones are updated utilizing income information from the US Housing & Urban Development (HUD) Department and race data from the US Census Bureau American Community Survey.

- Low-Moderate Income Block Groups
- Minority Block Groups
- Transit Routes 2022-2023
- 1/4 Mile Bus Route Buffer 2022-2023
- Water
- City Limits

**DISCLAIMER NOTICE**  
 The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

N

0 1.25 2.5 Miles

Date Exported: 9/13/2022  
 Source: Lawrence Transit, 2016-2020 ACS 5-yr Est. & CDBG  
 Produced: Lawrence-Douglas County MPO Income

## Conclusion

Reviewing the assessment and analysis in this chapter the MPO believes there are no significant EJ issues with the selection of roadway, bridge, pedestrian/bicycle, or transit projects in Douglas County. This TIP includes projects inside and outside of EJ zones. Although not covered under Executive Order 12898, populations that may be transportation disadvantaged – people who have a disability, people who have less than a high school education, single parent households, zero vehicle households, and population under 18 and over 65 – were spatially analyzed and appear to be served by federal transportation investments.

The region's transportation projects are selected based on the merit of the project and the need for improvements to the transport system without any intended bias towards impacting EJ areas any more than any other area in the region. However, paying particular attention to EJ and Transportation Disadvantaged Areas when project selection occurs by the local entities will ensure equitable outcomes can be achieved. The MPO should continue to encourage best practices by project sponsors through project prioritization measures, such as scoring for EJ considerations and quality public participation.

Furthermore, future performance measure reports will include an analysis about the Transportation Disadvantaged Population access to the bikeways (PM1), sidewalk (PM2), and transit stops (PM5).

# PLANNING & ENGINEERING FACTORS FOR LOCAL PROJECT CONSIDERATION

## APPENDIX A

### Planning Factors

- Is the project consistent with the goals and objectives found in the Metropolitan Transportation Plan (MTP)?
- Is the project listed as a recommended transportation system improvement in the MTP?
- Is the project regionally significant as defined by federal regulations and the latest Regionally Significant Policy approved by the MPO?
- Is the project consistent with the latest MPO/FHWA approved Functional Classification Map?
- Is the project consistent with the latest locally approved comprehensive plan (including the land use plan, area plans, Safe Routes to School, and other comprehensive plan elements/chapters) covering the project location?
- Does the project include provisions for transit, bicycle, and pedestrian movements (including students and ADA accessibility) as needed to provide a regional multimodal transportation system?
- Has the project sponsor considered Title VI, Environmental Justice (EJ), and Transportation Disadvantage Populations impacts in the planning for this project, and if the project is in a minority and/or low-income area has the project sponsor considered and addressed the Title VI and EJ issues related to the project?
  - Federally required EJ characteristics include: minority and low-income populations
  - Transportation disadvantages populations include: households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low income households.
- Has the project sponsor received public comments about this project and if received considered those public comments in the planning and design of the project?
- Is the project eligible for the type of federal and/or state funding being proposed for it, and is there adequate funding available for the project in the year it is proposed?

### Engineering Factors

- Does the Project address a facility that has (existing or projected) a high volume to capacity ratio indicating it or will experience significant congestion and lower levels of service?
- Does the project location have a traffic accident history marked by a higher than expected accident rate which, along with other accident attributes, indicates that an engineering change could reduce the number and/or severity of crashes?
- Does the project location have pavement conditions noting a deteriorated state showing that the facility is in need of improvements to maintain its function and/or that those improvements can be made economically now before more costly reconstruction is needed?
- Does the project site include geometric design that is inadequate by current standards and does the project sponsor have documentation that this design is hampering the facility's ability to handle the traffic loads and/or vehicle sizes using the facility in a safe and efficient manner, and does the project sponsor plan to address those geometric deficiencies as part of this project?
- Does the project site or facility have structural deficiencies indicating that the facility is near the end of its projected lifespan and that it will need frequent maintenance to function adequately, and does the project sponsor plan to address these structural deficiencies as part of this project?
- Have safety concerns involving motorists, bicyclists, pedestrians and/or transit users and transit operations been identified at the project location and does the project sponsor plan to address those concerns as part of this project?
- Has the project location met minimum engineering standards set by the project sponsor that indicate the facility is in need of improvement, rehabilitation or replacement?

\*This list is not exhaustive. It is used at the discretion of local governments and project sponsors and may be changed in the future.

## B

# DEFINITIONS OF MAJOR PROJECTS & SIGNIFICANT DELAY

## APPENDIX B

Roadways (including intersections and bridges)

The major roadway projects include projects located on a roadway classified by the MPO as a Major Collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Designed to increase roadway capacity and/or decrease traffic congestion
- Designed to improve safety
- Designed to replace aging infrastructure and bring it up to current standards
- Results in significant delay and/or detours during construction

Major projects do not include the following types of projects that are considered to be routine maintenance projects: mill & overlay, micro-abrasion, micro-surfacing, crack sealing, concrete rehabilitation, curb repairs, sweeping, mowing, spot repairs, and interim measures on detour routes.

Transit Facilities and Services

The major transit projects include projects that need to be listed in the TIP because they use federal funding and/or are regionally significant, have a total cost of at least \$1.0 million, and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition or expansion operations and/or maintenance buildings
- Initiation of new transit service or expansion of transit services into territory not previously served

Major transit projects do not include the following types of projects that are considered to be routine: preventive maintenance on transit vehicles; purchase of spare parts, shop supplies and fuel; annually received formula based operating assistance; purchase of bus stop signs, shelters and related items; scheduled purchases of one or two transit vehicles; staff training and recruitment; and other routine operational activities.

Bikeway and Pedestrian Facilities

The major bikeway and pedestrian projects includes projects that need to be listed in the TIP because of federal funding and/or regional significance, and meet at least one of the following criteria:

- Total project cost of at least \$ 500,000
- Construction of bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

Major bikeway/pedestrian projects do not include the following types of projects that are considered to be routine maintenance projects: patching, crack sealing, curb repairs, sweeping, mowing, spot repairs, landscaping maintenance, sign replacements, and other routine operational activities.

Significant Delay

The term significant delay will be defined as two years or more from the year first listed for the project in the previous TIP.

C

# PROGRESS ON PREVIOUS TIP PROJECTS

## APPENDIX C

The following projects from the previous 2021-2024 TIP were implemented between the start of 2021 and the approval date for this new 2023-2026 TIP.

**Table C-1: Completed Projects**

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
107	Road	Kasold Drive Reconstruction: Clinton Pkwy to HyVee	Lawrence	Kasold from 22nd St to Clinton Pkwy	Reconstruction of street including pavement, storm sewer, sidewalks, bicycle facilities, and median.	2017-2020
135	Road	K-10: West of E1900 East to DG/JO County Line Surfacing	KDOT	Beginning 0.48 miles West of E1900 thence east to the Douglas/Johnson County line	Surfacing	2019-2021
136	Road	K-10: West Leg Surfacing	KDOT	Beginning at Junction I-70/KTA/K-10 thence east to Junction K-10/US-40/US-59	Surfacing	2020-2021
137	Road	US-40 in Douglas County (1R Project)	KDOT	US-40: 0.15 miles East of the DG/SH county line east to Junction US-40/K-10	Surfacing	2020-2021
138	Road	US-56 in Douglas County (1R Project)	KDOT	US-56: OS/DG county line East to 0.22 miles west of Junction US-59/US-56	Surfacing	2020-2021
141	Road	Church Street Improvements: 15th St. to 14th St.	Eudora	Approximately 1,550 feet of improvements to Church St. beginning 600' south of the 15th St. intersection, north through the 14th St. intersection.	Expand & add drive/turn lanes, traffic signal at 15th St, curb & gutter, improved stormwater facilities & drainage, pedestrian infrastructure (crosswalks, ADA ramps, sidewalks, multi-modal transportation stops).	2021
145	Road	US-24 Surfacing: Junction US-24/K-32 to the Douglas/Leavenworth County Line	KDOT	Junction of US-24/K-32 to the DG/LV County Line	Ultrathin Bonded Asphalt Surfacing (UBAS) and Rumble Strips on Centerline	2022
208	Road	Route 1055 at North 700 Curve	Douglas County	Route 1055 from 725 North to 1670 East	Roadside safety improvements, replace two bridges and one culvert.	2020
220	Road	Route 1055 Improvements: N1000 to N1180	Douglas County	N1000 to N1180	Construct paved shoulders; replace narrow culvert; flatten roadside slope.	2019-2020
229	Road	19th Street Reconstruction: O'Connell Rd to Harper St	Lawrence	O'Connell Rd to Harper St	Reconstruct & tie into venture park and construct sidewalk & shared use path.	2016-2021

**Table C-1: Completed Projects (Continued)**

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
506	Transportation Alternatives	Lawrence Safe Routes to School TA Phase 2	Lawrence	Various sidewalk along 6 streets in Lawrence	New sidewalk construction along designated Safe Routes to School. Driveway and sidewalk ramp construction will be included for ADA compliance.	2018-2019
508	Transportation Alternatives	Lawrence Loop Shared-Use Paths - 8th St to 11th St & 29th St	Lawrence	11th St to 9th St through Hobbs Park and along Delaware St & 29th St Haskell Rail Trail to Haskell Ave	Design and construction of 10' shared-use path	2019-2021
510	Transportation Alternatives	Bluejacket Trail: Phase II	Eudora	1201 Cedar St. to 1702 Cypress Ct. in Eudora	Design, engineer, and construct an ADA-compliant, approximately 7,050' long, 8' wide shared-use path.	2019-2020
512	Transportation Alternatives	Lawrence Loop Shared Use Path: Peterson Rd to Michigan St	Lawrence	Begins at the intersection of Peterson Rd and N Iowa St, ends at Michigan Rd 1/2 mile north of W 2nd St	Design and construction of 10' shared use path.	2020-2022
606	Safety	Rte 1061 / Rte 460 Intersection Safety Improvement	Douglas County	E 2200 RD from N 700 RD 0.3 miles north	Improvements to improve sight distance at the intersection of two county routes.	2022-2023
700	Other	South Lawrence Trafficway Widening Study	KDOT	K-10 West Leg in Douglas County US 59/K10/Iowa to I70/KTA/K10 Junction	Study K10 becoming a 4-lane freeway. This project will review project area issues, current transportation needs, impacts on current projects, interchange configurations and reevaluate the environmental documentation for the preferred improvements.	2015-2018
705	Other	K-10 (US-40) & 27th St/Waka. Intersection Improvements	KDOT	K-10 and 27th St/Wakarusa	Intersection improvement: add EB right turn lane on K-10, extend WB turn lane on K-10, add a NB right turn lane, revise pavement markings, mill & overlay north and south intersection legs & reconstruct sidewalk crossing. Permanent seeding & signage.	2019-2020
706	Intersection	Traffic Signal Coordination Study	Lawrence	Arterial streets	Provide a comprehensive update to the traffic signal system, optimize operations and development of a long-term city-wide traffic signal coordination and timing program.	2019

Major Projects from the 2019-2022 TIP That Were Significantly Delayed

**Table C-2: Significantly Delayed Projects**

#	Project Type	Project Name	Project Sponsor	Location	Description	Year
106	Road, Bridge	Wakarusa Drive Extension	Douglas County/Lawrence	Clinton Parkway to N 1200 Rd	New road construction to extend Wakarusa Drive from planned K-10 interchange to Route 458. Includes new bridge over Wakarusa River. *Alignment not finalized	2019-2025
214	Road	Wakarusa Dr. Reconstruction: Research Pkwy to 23rd St	Lawrence	Wakarusa: Research Pkwy to 23rd St	Reconstruction of street will include subgrade treatment, surfacing, storm sewer, geometric improvements, and multimodal facilities.	2022-2023
219	Road	Rte 458/1055 Improvements: E 1500 thru E 1600	Douglas County	E1500 to E1600 & N940 to N1000	Construct paved shoulders; replace narrow bridges and culvert; flatten roadside slope; and improve intersections.	2020-2021
230	Road	Queens Road: 6th to North City Limits	Lawrence	6th St to North City Limits	Construct Queens Road, roundabout at Overland Dr & Queens Rd, construct sidewalk & bike lanes.	2015-2022
234	Road	23rd Street Reconstruction: Haskell to East City Limits	Lawrence	Haskell Ave to East City Limits	Reconstruction of street including pavement, storm sewer, geometric improvements and multimodal facilities.	2020-2022
243	Road	US-56 Improvements: Eisenhower St to 1st St	KDOT	Eisenhower St to 1st St	Improvements to US-56 - Realign Eisenhower and construct 3 lane US-56 in Baldwin City.	2021

D

# LATEST FEDERAL FISCAL YEAR - LIST OF OBLIGATED PROJECTS

## APPENDIX D

The purpose of this listing is to illustrate the progress of federal aid transportation projects in the region as they move through the years in the TIP projects table and onto the recently obligated projects list. Projects are listed based on the year the federal funds were obligated, not necessarily the year the construction of the project began. The federal amount represents the federal funds spent on the project.

The table below describes projects listed in the TIP that were obligated in the previous Federal Fiscal Year (FFY). A listing of projects with federal aid obligated in the previous FFY are presented to the MPO each year for review either as part of a TIP approval or amendment or as a separate memo.

The listing will be available on the MPO website and is sent to the Kansas Department of Transportation who will then distribute the listing to the FHWA and the FTA for informational purposes.

**Table D-1: Obligated Projects From FFY2022**

Lawrence-Douglas County MPO Area - List of Project for Which Federal Funds Were Obligated in FFY 2022										
Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Federal Funding Source	Federal Funds Requested in TIP	Cost in \$,000's			Bike &/or Ped Elements	Project Status
						Federal Funds Obligated in FFY 2022	Federal Funds Obligated To Date (Cumulative)	Federal Funds Remaining/Unliquidated Obligation		
412	FFY 2021 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$2,532	\$1,360	\$1,442	\$1,091	No	Active
412	FFY 2020 5307 FTA	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	5307	\$2,523	\$1,673	\$2,523	\$0	No	Active
417	FFY 2021 CARES Act	Lawrence Transit - Operating Funds	Operating and Preventative Maintenance activities	CARES Act	5307 ACTUAL \$2,429	\$2,429	\$5,440	\$1,686	No	Active
416	FFY2021 5339 FTA	Lawrence Transit Electric Buses	Procurement of five battery electric buses to replace five diesel powered buses, associated charging infrastructure, and project management.	5339	\$3,756	\$3,427	\$3,527	\$229	no	Active
Non-Transit Projects										
MPO #	KDOT #	Project Name/Location	Project Description	Federal Funding Source	Federal Funds Requested in TIP	Cost in \$,000's			Bike &/or Ped Elements	Project Status
						Federal Funds Obligated in FFY 2022	Federal Funds Obligated To Date	Federal Funds Remaining		
605	C-5065-01	Douglas County: Horizontal Curves on RS-212 and RS-210	Apply high-friction surface treatment - child project of a STIP project	HSIP	\$1,011	\$1,011	\$1,011	\$0	No	Active
705	KA-3634-08	US-40/K-10 at 27th Street Intersection Imp DG Co	Intersection Improvement adding eastbound right turn lane on US-40/K-10, extend westbound turn lane on US-40/K-10 and add a northbound right turn lane, revise pavement markings, mill and overlay north/south intersection legs and reconstruct sidewalk crossing. Permanent seeding and signing.	HSIP	\$768	\$36	\$768	\$0	No	Complete
509	TE-0472-02	West Baldwin Bike Ped Connectivity Phase 2	Construct 10' concrete shared-use path, add lighting, ADA improvements, fencing, benches, trash receptacles, etc.	TA	\$1,013	\$1,019	\$1,455	-\$442	Yes	Active
512	TE-0490-01	Lawrence Loop: N Iowa to Michigan	Construct a 10ft concrete shared-use path including a grade separated crossing of the KTA at McDonald Dr.	TA	\$1,070	\$1,070	\$1,070	\$0	Yes	Active
518	TE-0497-01	Eudora 10th Street Sidewalk Expansion	Construct 6' sidewalks and improve stormwater infrastructure	TA	\$1,781	\$1,450	\$1,450	\$331	Yes	Active
513	U-2372-01	Lawrence: Safe Routes to School Phase 2	Construct new sidewalks, ADA ramps and improved crosswalks	TA	\$500	\$146	\$500	\$0	Yes	Active
<b>Legend</b>		5317 - FTA Section 5317 - New Freedom 5339 - FTA Section 5339 - Bus and Bus Facilities BR - Bridge Replacement Funds HSIP - Highway Safety Improvement Program			NHPP - National Highway Performance Program STP - Surface Transportation Program SRTS - Safe Routes to School TE/TA - Transportation Enhancement/Transportation Alternative					

# E

# TIP PUBLIC PARTICIPATION APPENDIX E

**Figure E-1: TIP Development Timeline**

Task	Date
Call for Projects Due	8/31/2022
Develop new TIP	9/1/22 - 9/16/22
Send draft to KDOT, FHWA, and FTA for review	9/16/2022
30 day public comment period*	9/23/22 - 10/22/22
TAC consideration of TIP	10/4/2022
Incorporate public comments	10/23/2022
MPO Policy Board consideration of TIP and public comments	10/27/2022
Send approved TIP to KDOT, FHWA, and FTA	10/28/2022
Inclusion in Kansas STIP	11/3/2022

**Figure E-2: Public Comment and Approval Summary**

Amendment	Public Review Period	# of Public Comments	TAC Action	Policy Board Action
Original Approval	9/16/2022 to 10/15/2022	0	October 4, 2022	October 28, 2022
Amendment 1	3/9/2023 to 3/24/2023	0	April 4, 2023	April 20, 2023
Amendment 2	5/22/2023 to 6/6/2023	0	June 13, 2023	June 15, 2023
Amendment 3	7/6/2023 to 7/21/2023	1	August 1, 2023	August 17, 2023
Amendment 4	9/6/2023 to 9/22/2023	0	October 3, 2023	October 19, 2023
Amendment 5	11/9/2023 to 11/24/2023		December 5, 2023	December 14, 2023
Amendment 6	to			

TIP public comments and MPO staff responses can be viewed at [www.lawrenceks.org/mpo/tip/comments](http://www.lawrenceks.org/mpo/tip/comments).

# F SUMMARY OF TIP CHANGES APPENDIX F

## F Summary of TIP Changes APPENDIX F

Costs in 1,000s



FFY 2023 - 2026 L-DC MPO Transportation Improvement Program (TIP)  
Revision Summary: Amendment 5

TIP #:	KDOT #:	Project Name:	Project Sponsor:	Action:	Revision Description:	Total Project Cost:
150	23 U-2472-01	N 2nd/3rd St Tunnel to N City Limit	Lawrence	New	N 2nd/3rd St Tunnel to N City Limit	\$3,260
151		Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	Lawrence	New	Iowa St 23rd St to Irving Hill Rd Reconstruction MS1-00003	\$7,400
143	KA-6015-01	US-56 Reconstruction: US-56/US-59 Junction east to 1600 Rd.	KDOT	Revision	Revise total project cost to \$2,869, 2021 State PE to \$359, 2021 State-AC PE to \$1,433. Change 2028 State Credit to 2029 State Credit \$1,864, 2029 Federal NHPP Conversion \$1,864, Program 2023 State ROW \$538, 2024 State UTIL \$108, and 2024-AC UTIL \$430	\$2,869
236	KA-3634-02	SLT/K-10 West Leg in Douglas County	KDOT	Revision	Revise 2029 NHPP CONVERSION from \$4,960 to \$83,343, 2029 Credit from \$4,960 to \$83,343. Program 2025 State CONST \$19,596, 2025 State-AC CONST to \$74,383.	\$106,179
607		Massachusetts Street - 14th to 23rd Street Multi-Modal Improvements	Lawrence	Revision	Revise 2024 Loyal PE \$1,650 to \$300	\$450

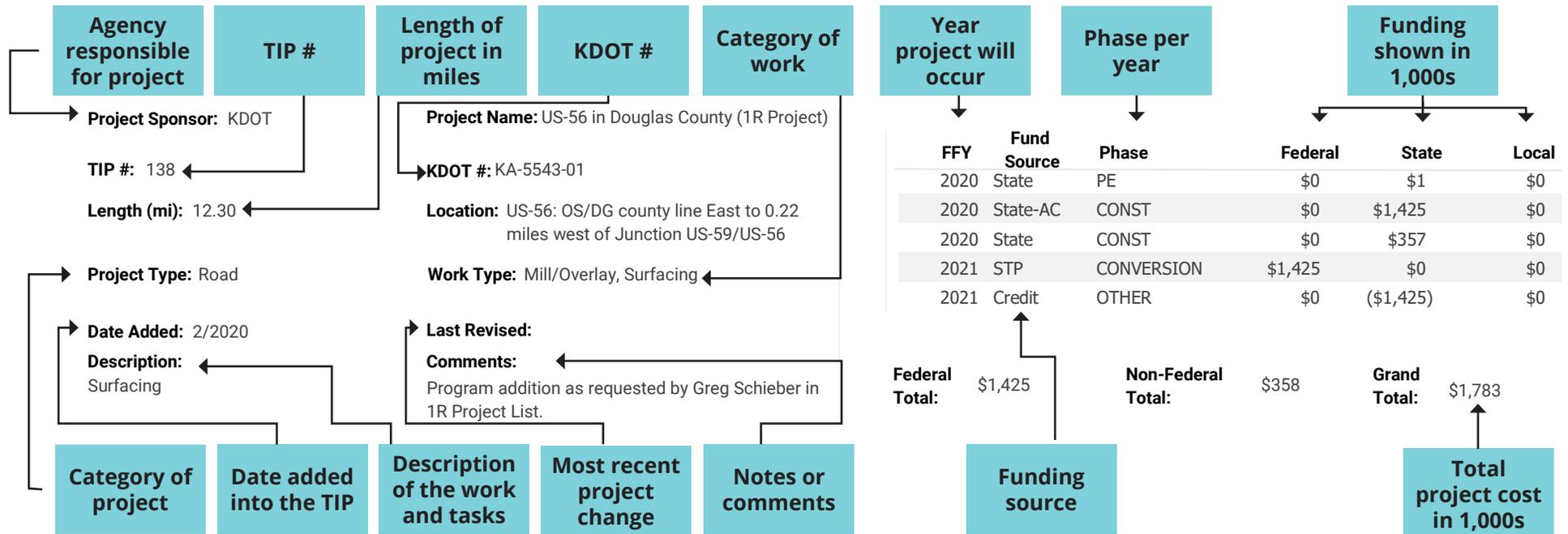
**Public Comment Period: 11/9/2023 to 11/24/2023**

**MPO Policy Board Approval: 12/14/2023**

G

# TIP PROJECT LISTINGS APPENDIX H

## Example Listing



## Decoding the TIP

**TIP #: Assigned based on project type by MPO:**

- 100 – Roadway/Intersection
- 200 – Bridges
- 300 – ITS
- 400 – Transit/Paratransit
- 500 – Enhancement (Bike/Ped)
- 600 – Safety
- 700 – Other – studies

**Phase:**

- CAPITAL – Transit Capital
- CONST – Construction - (includes Construction Engineering)
- OPERATING – Transit Operating
- PE – Preliminary Engineering
- ROW – Right of Way
- UTIL - Utilities

**Project Type: Classified into categories:**

- Bridge
- Enhancement
- Interchange
- Intersection
- ITS
- Road
- Safe Routes To Schools (SRTS)
- Safety
- Traffic Signal
- Transit/Paratransit

**Federal Fiscal Year (FFY):** October 1 - September 30

**Work Type: Classified into categories:**

- Access Management
- Bridge Rehabilitation
- Bridge Replacement
- Capital
- Geometric Improvement
- Grading
- Mill/Overlay
- Operating
- Other
- Pedestrian & Bicycle
- Planning
- Reconstruction
- Redeck Bridge
- Safety
- Seeding
- Signage
- Signal
- Special Work
- Surfacing
- Vehicle Replacement

**Fund Source:**

- Community Development Block Grant (CDBG)
- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Transportation Alternatives (TA) – includes Safe Routes To School funding
- National Infrastructure Investment (NII) - includes RAISE, BUILD, and TIGER grants
- Carbon Reduction Program (CRP)
- Urban Area Formula Grants (5307)
- Rural Area Formula Grants (5311)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Bus and Bus Facilities (5339) Program
- State of Kansas Funding (State)
- Local Government Funding (Local) - County and City funds from local property and sales taxes



## Flint Hills Metropolitan Planning Organization

206 Southwind Place, Suite 2B | Manhattan, KS | 66503  
785.620.3070 | FHMPO@FlintHillsMPO.org  
www.FlintHillsMPO.org

December 21<sup>st</sup>, 2023

Ryne Dowling  
KDOT Transportation Planning  
700 SW Harrison St.  
Topeka, KS 66603

### Re: 2024-2027 Transportation Improvement Program Amendment #1

Dear Mr. Dowling:

The Flint Hills Metropolitan Planning Organization (MPO) Policy Board approved the 2024-2027 Transportation Improvement Program (TIP) Amendment #1 on December 20, 2023. The MPO is requesting KDOT's approval and its inclusion by reference into the Statewide Transportation Improvement Program.

A fifteen-day public comment period was held for the Amendment, with no comments received. A copy of the TIP can be found on the MPO website at [www.FlintHillsMPO.org/tip](http://www.FlintHillsMPO.org/tip).

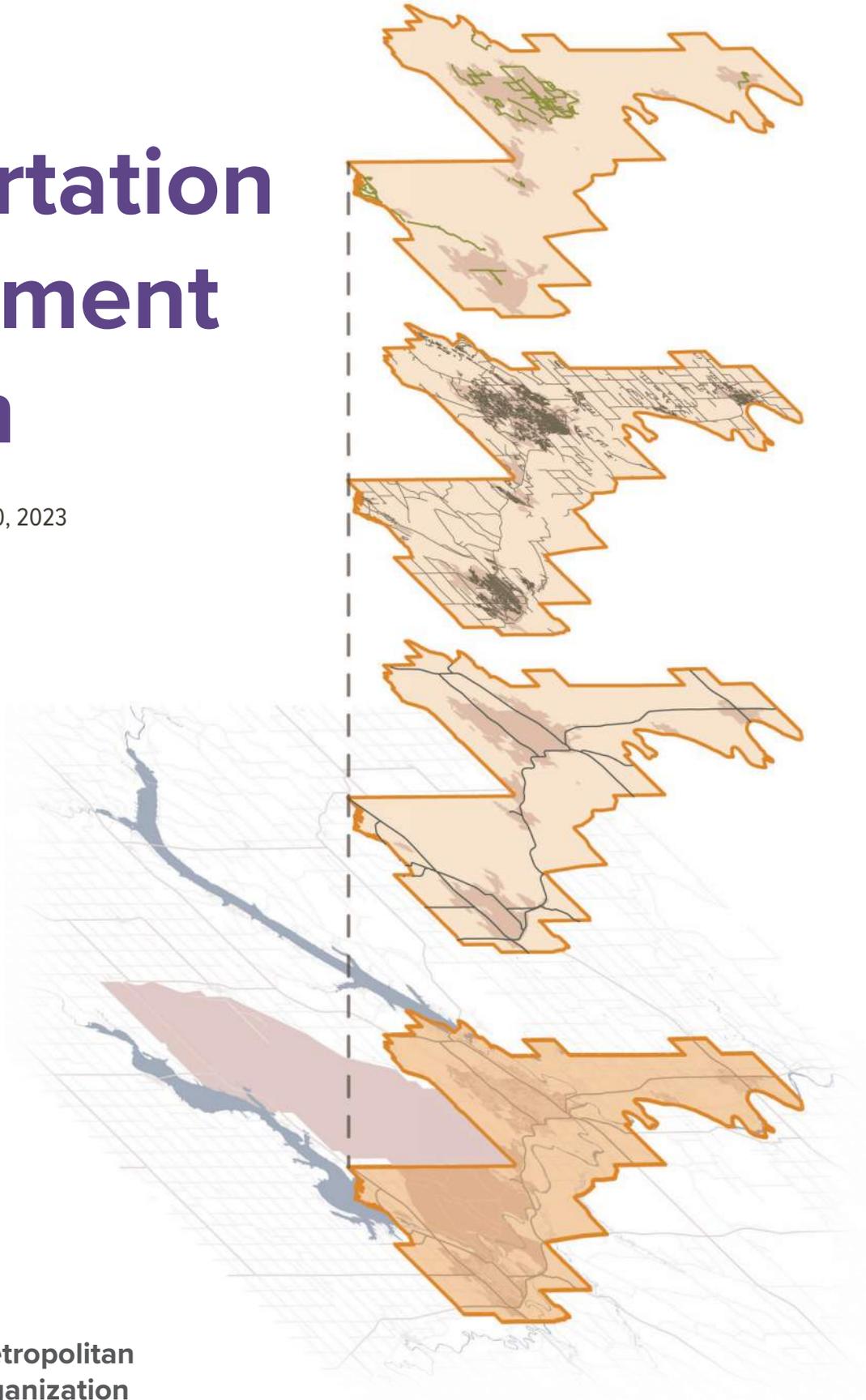
Sincerely,

Jared Tremblay  
Planning Manager

2024-2027

# Transportation Improvement Program

Policy Board Approved December 20, 2023



**Flint Hills Metropolitan  
Planning Organization**

206 Southwind Pl. Suite 2B | Manhattan, KS | 66503

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## Title VI Note

The Flint Hills Metropolitan Planning Organization (MPO) hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the MPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the MPO. Any such complaint must be in writing and filed with the MPO's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discriminatory Complaint Form, please see our website at [www.FlintHillsMPO.org](http://www.FlintHillsMPO.org).

## Disclaimer

The preparation of this report has been financed in part through funds from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation, under the

Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## Table of Contents

<b>Introduction .....</b>	<b>1</b>
WHAT IS THE TIP? .....	1
WHAT IS THE MPO? .....	1
<b>TIP Procedures .....</b>	<b>2</b>
PROCESS FOR INCLUDING PROJECTS IN THE TIP .....	2
TIP AMENDMENTS .....	2
ADMINISTRATIVE MODIFICATIONS .....	2
<b>Fiscal Analysis .....</b>	<b>3</b>
PROJECT FUNDING.....	3
<i>Federal Funding Sources</i> .....	3
<i>State Funds</i> .....	3
<i>Local Funds</i> .....	4
<i>Advance Construction</i> .....	4
<i>Operations and Maintenance (O&amp;M)</i> .....	4
DEMONSTRATION OF FISCAL CONSTRAINT .....	5
<b>Major Projects.....</b>	<b>5</b>
<i>Roadways Projects (including intersections and bridges)</i> .....	5
<i>Bikeway and Pedestrian Projects</i> .....	5
<i>Transit Facilities and Service Projects</i> .....	5
<i>Significant Delay</i> .....	6
MAJOR PROJECTS IMPLEMENTED .....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
PROJECTS SIGNIFICANTLY DELAYED.....	7
<b>Breakdown of Funding by Project Type .....</b>	<b>8</b>
MISSION AND GOALS.....	8
<b>Performance Management and Targets .....</b>	<b>9</b>
<b>Environmental Justice .....</b>	<b>11</b>
2024-2027 TIP EJ ANALYSIS METHODOLOGY .....	11
<i>Identifying EJ tracts</i> .....	11
EJ ANALYSIS RESULTS .....	12
<b>Appendix A: Funding Summary Table .....</b>	<b>A-1</b>
<b>Appendix B: TIP Project Listing Information .....</b>	<b>B-1</b>
<b>Appendix C: Summary of Changes.....</b>	<b>C-1</b>
<b>Appendix D: Project Maps .....</b>	<b>D-2</b>

<b>Appendix E: Project Listing</b> .....	<b>E-1</b>
<b>Appendix F: MPO Self-Certification</b> .....	<b>F-1</b>
<b>Appendix G: Public Comment Period Summary</b> .....	<b>G-1</b>

## List of Figures

Figure 1: Flint Hills MPO Planning Boundary.....	1
Figure 2: Flint Hills MPO EJ Block Groups.....	<b>Error! Bookmark not defined.</b>

## List of Tables

Table 1: Local Revenue Sources.....	4
Table 2: Funding Amount by Project Type.....	8
Table 3: Projects and related Performance Measure.....	9
Table 4: Projects in EJ Tracts.....	133
Table 5: % of Project Types in EJ Tracts.....	13

# Introduction

## What is the TIP?

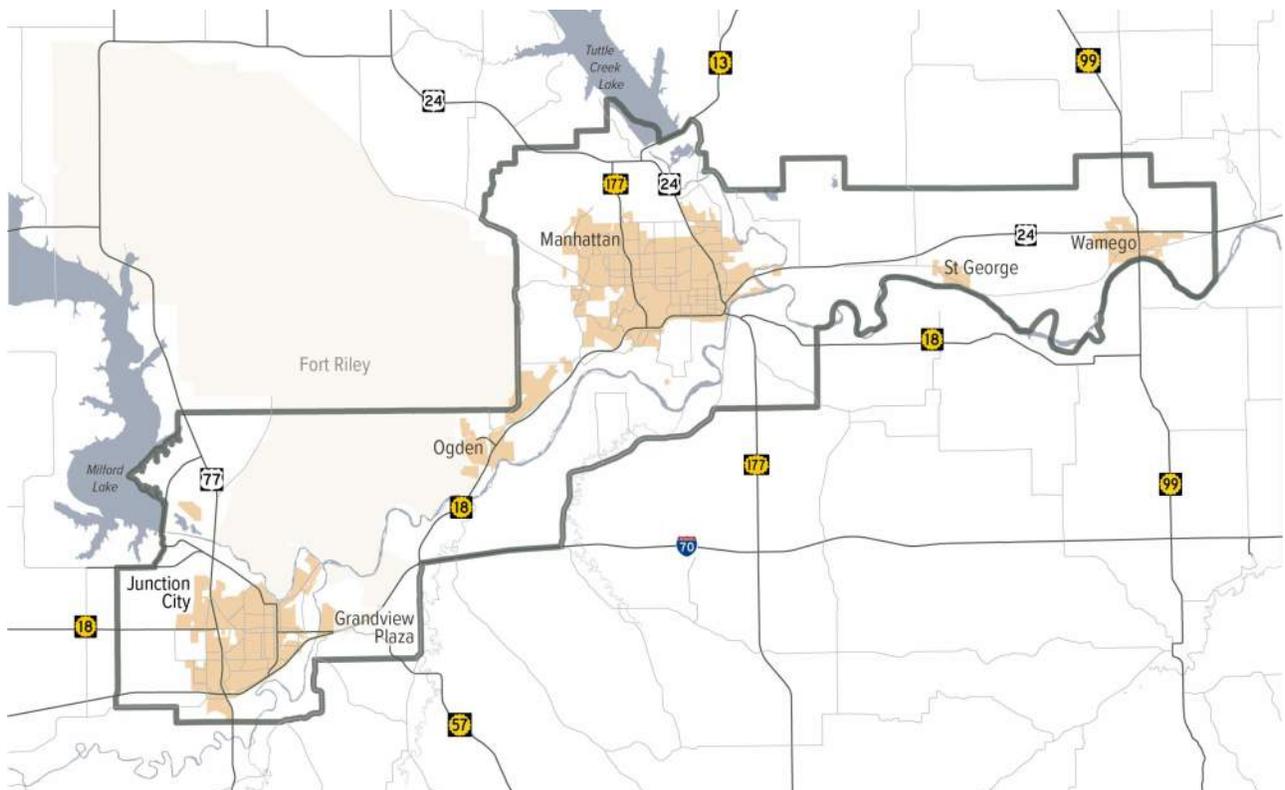
The Transportation Improvement Program (TIP) is a federally required document and one of many tools used to implement the vision and goals of the long-range transportation plan. The TIP contains all federally funded and/or regionally significant, multimodal, surface transportation projects that are to be implemented in the MPO area during the next four years. The TIP can only contain projects with a committed funding source.

## What is the MPO?

The Flint Hills Metropolitan Planning Organization (MPO) is the designated MPO for the Manhattan, Kansas Urbanized Area. The MPO serves a three-county area; consisting of six cities (the Cities of Manhattan, Junction City, Wamego, Ogden, St. George, and Grandview Plaza), portions of three counties (Riley, Pottawatomie, and Geary Counties), and the southern portion of Fort Riley Military Installation.

The MPO is governed by a Policy Board, comprised of local elected officials, and representatives from the Kansas Department of Transportation (KDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Figure 1: Flint Hills MPO Planning Boundary



# TIP Procedures

## Process for Including Projects in the TIP

MPO staff will notify project sponsors of opportunities to make additions or changes to the TIP every couple of months. If a project sponsor needs a project added or changed prior to the scheduled TIP amendment, the project sponsor should contact MPO staff.

After MPO staff updates the TIP to include all changes, the document is released for public comment, per the requirements outlined in the [Public Participation Plan](#). If public comments are submitted, MPO staff will present the comments to the Technical Advisory Committee (TAC) for consideration. If changes are made to the draft document, the TIP may have to be advertised for public comment again.

After the public comment period, and any comments are addressed, the draft TIP is reviewed by the TAC and a recommended action is submitted to the Policy Board. The Policy Board then has an opportunity to review the document. After Policy Board approval, the TIP is sent to the Kansas Department of Transportation (KDOT) for approval. Projects in the metropolitan areas' TIPs are included by reference in the Statewide Transportation Improvement Program (STIP), which is the State's equivalent of a state-wide TIP. KDOT sends the STIP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval. Approval of the STIP by FHWA and FTA also serves as TIP approval.

## TIP Amendments

Amendments to the TIP are processed once every quarter, if needed. Prior to each quarterly amendment, a notice will be sent out to all project sponsors notifying them of the upcoming amendment. The project sponsors will have the opportunity to add, remove, or change a project. The amendment approval process will then follow the same procedures as described in the section above.

Whenever there is an amendment to the TIP, a summary of changes will be provided to highlight the modifications made to the project listing. Detailed procedures for the TIP amendment process and the associated public involvement process for the TIP amendments are outlined in the Public Participation Plan (PPP).

## Administrative Modifications

Administrative Modifications are minor revisions to the TIP that do not require public review and comment, or approval from KDOT, FHWA, nor FTA. Revisions that meet any of the following criteria are considered Administrative Modifications:

- Revise a project description without changing the project scope;
- Revise the funding amount listed for projects or project phases at or below the Amendment threshold. Additional funding not requiring an Amendment is limited up to 25% of the total project cost or \$5 million (whichever is less), based on the amount programmed in the original approved TIP;

- Decrease project cost;
- Change in source of federal funds;
- Conversion of state funds to federal funds for projects programmed previously as Advanced Construction;
- Change program year of project within the four-year TIP; or
- Split or combine individually listed projects, provided the cost, schedule, and scope remain unchanged.

## Fiscal Analysis

### Project Funding

Projects in the TIP are funded through various sources of Federal, State, and local funds. Regardless of the funding source, the TIP must be able to demonstrate fiscal constraint. This means there must be adequate local, State, and Federal funds available, or can reasonably be expected to become available, to pay for all projects listed in the TIP.

#### **Fiscal constraint:**

Project costs do not exceed anticipated revenues and the region can fund all projects identified in the TIP.

### Federal Funding Sources

With the December of 2021 enactment of BIL (Bipartisan Infrastructure Law), formally known as, the Infrastructure Investment and Jobs Act (IIJA), federal funding for transportation was increased and stabilized for fiscal years 2022 through 2026. BIL funds will be distributed across all sectors of transportation through existing and new programs and grants.

The Surface Transportation Program (STP) funds are distributed to every county in Kansas, as well as to cities with more than 50,000 people in the Census defined Urbanized Area. It should be noted that not all STP funds received by the counties are attributable to projects within the MPO boundary. All three counties have areas outside of the MPO and may elect to use STP funds on projects in those locations.

In addition to STP, there are also several opportunities to apply for other Federal funds; including, Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and National Highway Performance Program (NHPP) funds.

Federal funding for transit and paratransit operations will generally be derived from transit urban and rural formula programs from FTA, such as; 5307, 5310 and 5311 funds. These funds are used for capital and operational expenses.

### State Funds

The Kansas Department of Transportation (KDOT) is by far the largest financial investor in the MPO region's transportation system. The level of KDOT funding expended in the region varies greatly from year-to-year based on the number of projects, the scope of projects, and award of competitive funding (i.e. Geometric Improvement, City Connecting Link Improvement Program (CCLIP), High Risk Rural Road, etc.). More recently, the State passed a new transportation program, The Eisenhower Legacy

Transportation Program, called IKE. The IKE Program introduced several new funding opportunities available to the local jurisdictions.

### Local Funds

Transportation investments are typically identified in the City or County’s Capital Improvements Program (CIP) for the upcoming fiscal year (except for Geary County, which does not have a formal CIP). The following sources are dedicated to transportation investments for each jurisdiction.

Table 1: Local Revenue Sources

Jurisdiction	Source of Revenue	Average Amount/Year
City of Manhattan	<b>*1/2 cent Sales Tax</b> (70% earmarked for city debt & costs related to public infrastructure)	\$200,000
	<b>1/4** cent Sales Tax for roadway preservation and SRTS</b>	\$2.375 million/year \$118,000 for SRTS
Geary County	<b>***Mill Levy</b> (1 mill is typically set aside for transportation each year, but not a guarantee)	\$255,000
Riley County	<b>^ 1/5 cent Sales Tax</b> (100% earmarked for Roads and Bridges)	\$1,600,000
Pottawatomie County	<b>^^ Special Highway Fund</b> (Any remaining balance from Road & Bridge Fund at end of year is transferred to Special Highway Fund)	\$1,100,000

\* New sales tax beginning Jan. 2023, transportation funds not specified. Funds based on past years

\*\* Average between 2017-2021

\*\*\* Average between 2020-2022

^ New sales tax beginning Jan 2023, forecasted funds

^^ Average between 2018-2022

### Advance Construction

The State uses a practice known as Advance Construction (AC) to maximize the State’s ability to utilize Federal funds while still completing projects in a timely manner. AC allows the State to begin a project in one Federal Fiscal Year (FFY) using State funds, and then be reimbursed for eligible project costs with Federal funds in a later FFY. Once Federal funds are available, the State can be reimbursed with Federal funds. The fiscal year that the State is reimbursed with Federal funds is referred to as the “conversion year”. Projects using AC must be identified as doing so, along with the anticipated year of conversion.

### Operations and Maintenance (O&M)

Operation and maintenance (O&M) activities are necessary to ensure the safety and efficiency of the existing transportation system. This consists of routine activities such as pothole patching, minor repairs to pavement and curbs, snow removal, striping and marking, mowing, signal repairs, sign replacement, and other minor work tasks. The expense related to this type of work is usually paid for by the local entities that own and operate the roadway. KDOT is responsible for maintaining the major highways running throughout the region.

## Demonstration of Fiscal Constraint

Federal regulation requires that the first four years of the TIP be financially constrained. The Funding Summary Table, in **Appendix A**, provides realistic costs and funding estimates for TIP projects.

KDOT projects are considered financially constrained when submitted to the MPO staff for inclusion in the TIP, given the process the state undertakes when identifying statewide projects. The locals are asked to document fiscal constraint when submitting a new project for inclusion in the TIP or increasing the cost of an existing project if it exceeds the revenue estimate outlined in *Connect 2040*, the long-range transportation plan.

## Major Projects

As per federal regulation, MPOs must list any major projects implemented from the previous TIP and identify any projects that experienced significant delays. The following provides a definition of each of the terms:

### Roadways Projects (including intersections and bridges)

The major roadway projects implemented from the previous TIP will include projects located on roadways classified by the MPO as a collector or higher, with construction costs of at least \$2.0 million and that have at least one of the following attributes:

- Increased roadway capacity or decreased traffic congestion
- Significantly improved safety
- Replaced aging infrastructure or improved to current standards
- Resulted in significant delay and/or detour

### Bikeway and Pedestrian Projects

The major bikeway and pedestrian projects implemented from the previous TIP will include projects that meet at least one of the following:

- Total project cost of at least \$500,000
- Construction of new bikeway or pedestrian facility (or extension of existing facility) into a location where a bicycle/pedestrian facility did not exist before

### Transit Facilities and Service Projects

The major transit projects implemented from the previous TIP will include projects that have a total project cost of at least \$1.0 million and meet at least one of the following criteria:

- Acquisition of three or more new transit vehicles
- Addition of new operations and/or maintenance buildings or expansion of existing buildings
- Initiation of new transit service or expansion of existing transit services into territory not previously served by transit

## Significant Delay

The MPO defines significant delay as a project that has experienced a delay by two or more years from the year it was initially programmed in the TIP for construction.

## Major Projects Implemented

Using the definitions listed above, the following is a list of major projects that were implemented from the 2022–2025 TIP. This includes roadway, bikeway and pedestrian, and transit service projects.

Project #	Project Name	Scope	Construction Year	Total Cost (in 1000s)	Comments
1-03-2022	Green Valley Road: US-24 to Eagles Landing	10' multiuse path along Green Valley Road, including bike/ped accommodations along bridge	2022	\$ 704.3	Under Construction
x-04-2014	US-77 Reconstruction from S of Old Milford Rd to N Jct K-57	Reconstruct US-77 to a 2-Lane on 4-Lane ROW. Realignment of Old Milford Rd, Quarry Rd, Rifle Range Rd, and the connection with Old US-77.	2014	\$ 15,033.6	Constructed
x-06-2022	US-24 Overlay Widen Shoulder Project in PT Cty	Mille and overlay including the widening of shoulders from 3 to 6 feet	2023	\$ 2,311.0	Under Construction
x-10-2020	K-18 heavy preservation near K-177	Pavement replacement	2022	\$ 3,180.0	Under Construction
x-12-2022	Kimball Ave Roundabout Replacement	Replace roundabout, sidewalk improvements, pavement rehab	2022	\$ 3,300.0	Under Construction
x-13-2022	Patching on I-70 east of K-57	Patching and resealing joints	2022	\$ 4,527.0	Under Construction
x-16-2020	Junction City 7th Street Bicycle Boulevard	Pedestrian and Bicycle improvements	2020	\$ 862.4	Constructed
x-20-2020	Bridge Replacement on US-24 over Blackjack Creek	Replace bridge	2022	\$ 2,575.0	Constructed
x-24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Widening the existing 4-lane to 5-lane with paved median for access control and dedicated left turn lane. New traffic signal installed at Kimball/Grain Science entrance. 1/2 mile of new bikeway	2020	\$ 6,440.5	Under Construction
x-32-2014	US-40B Bridge Replacement (UP Railroad and Monroe St)	Bridge replacement, to include 5' sidewalk on both sides	2014	\$ 18,691.9	Under Construction
x-T3-2022	FHATA Urban Bus Capital Program	Purchase of 5, 20-passenger buses and two low-floor buses	2022	\$ 1,926.9	Purchased

## Projects Significantly Delayed

Project #	Project Name	Scope	Initial Construction Cost (in 1000s)	Current Construction Cost (in 1000s)	Original FFY for Construction	Updated FFY for Construction	Comments
x-T12-2018	FHATA Capital Improvements	Purchase of admin vehicle, maintenance vehicle, 4-post lift	\$ 214.6	\$ 109.3	2019	2024	Programmed in 2024 TIP

## Breakdown of Funding by Project Type

The projects included in the TIP are grouped into one of eight categories based on project type. Below are the categories as well as a brief description of each.

**Roadway Expansion:** Increasing capacity of the roadway by adding travel lanes;

**Roadway Preservation:** Maintaining the existing roadways and bridges (mill and overlay, brick street rehabilitation, resurfacing, etc);

**Modernization:** Improving an existing roadway to make it more functional or accommodate other modes of transportation

**Safety/Intersection:** Projects that improve the safety of intersections and roadways, including geometric improvement projects, restriping, rumble strips, adding turn lanes or shoulders, etc.;

**Bicycle/Pedestrian:** Projects adding or improving bicycle or pedestrian infrastructure and accommodations, including multi-use paths, bike lanes, pedestrian signals, etc.;

**Transit:** Paratransit and transit activities (operating and capital purchases); and

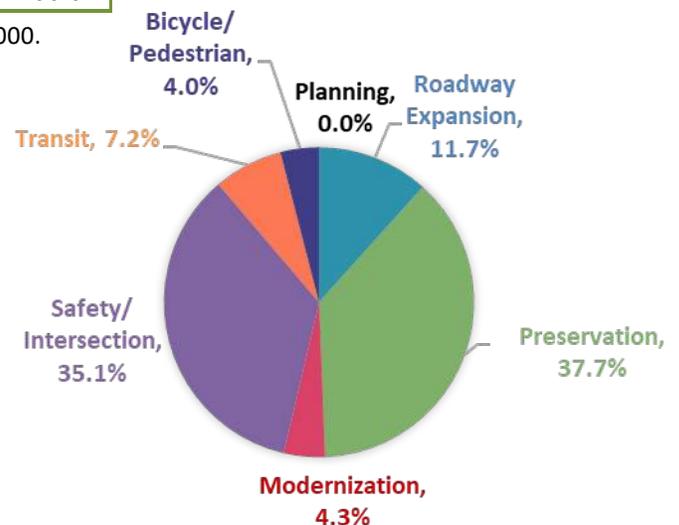
**Planning/PE:** Studies or professional engineering programmed for a project.

The “Funding Amount” shown in **Table 2** takes into account the total project cost from all years and phases of the projects included in **Appendix E** even those outside of the TIP timeframe.

Table 2: Funding Amount by Project Type

Project Type	Funding Amount*	Percentage of Total
Roadway Expansion	\$ 17,441	11.7%
Preservation	\$ 56,355	37.7%
Modernization	\$ 6,400	4.3%
Safety/ Intersection	\$ 52,440	35.1%
Transit	\$ 10,797	7.2%
Bicycle/ Pedestrian	\$ 5,963	4.0%
Planning	\$ 25	0.0%
<b>Total</b>	<b>\$ 149,420</b>	<b>100.0%</b>

Note: Includes all years and phases of projects, reflected in x1000.



## Mission and Goals

The mission of the Flint Hills MPO is to “Provide a regional forum to coordinate, encourage, and promote a safe, efficient, affordable, and integrated transportation system for all users; in support of livable communities and economic competitiveness.” To accomplish this, the MPO established four goals within the long-range plan, which serve as the foundation for the transportation planning process and project selection.



### SAFETY

Provide a safe and secure multi-modal transportation system.



### MOBILITY

Maintain system performance and enhance modal choice for the efficient movement of people, goods, and freight.



### PRESERVATION

Invest in the preservation and maintenance of our existing transportation infrastructure and assets.



### PROSPERITY

Create an equitable, affordable, sustainable, and integrated transportation system for all users.

## Performance Management and Targets

To track the progress being made on achieving the goals outlined above, performance measures (PMs) and targets have been developed. The PMs and targets are housed in the [Metrics for Progress](#) document. The tables below identify the projects contained within the TIP that will help to maintain or meet our target for various performance measures.

Table 3: Projects and related Performance Measure

TIP Project #	C2040 ID	Project	Goal	PM #
01-2022		Blue Jay Trail	Mobility	PM6
01-2024		Old Milford Road Bridge Replacement	Preservation	PM7, PM8
03-2024		US-24 & Excel Road Intersection Improvements	Safety	PM3, PM4
06-2024	P11	I-70 in Geary County Guardrail Updates	Preservation	PM1, PM2
08-2022	E69	Intersection of Kimball and Denison	Safety	PM1, PM2
			Mobility	PM4
09-2022	E08	Casement Road Improvements: Brookmont to Allen/Knox	Safety	PM3, PM4
			Mobility	PM4
10-2020		K-18 heave preservation near K-177	Preservation	PM3
10-2022	M40	N. Manhattan Ave Traffic Signals and two-way bike lane	Safety	PM5, PM6
			Mobility	PM4, PM6
			Prosperity	PM4, PM5
11-2022		Hayes Dr Trail	Mobility	PM6
12-2022	M26	Kimball Ave Roundabout Replacement	Safety	PM3
13-2022		Patching on I-70 east of K-57	Preservation	PM1, PM2
14-2022		US-24 & Levee Drive Intersection Improvements	Safety	PM1, PM2, PM3, PM4
14a-2020	M20	Roundabout at US-24 & K-13	Safety	PM1, PM2, PM3, PM4
14b-2020	M21	Roundabout at US-24 & K-113	Safety	PM1, PM2, PM3, PM4
15-2022	P12	I-70 Bridge Replacement at J. Hill Road	Preservation	PM5, PM6
17-2020		Juliette Ave - Phase IV	Prosperity	PM3, PM4
17-2022	E61	I-70 & Taylor Road Interchange	Preservation	PM5, PM6

TIP Project #	C2040 ID	Project	Goal	PM #
18-2022		Repair Bridge #037 on US-40B3 in Geary County	Preservation	PM7
19-2022	P10	Repair Bridge #017 on I-70 in Geary County	Preservation	PM5, PM6
24-2020	E37	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	Mobility	PM6
			Prosperity	PM4
24-2022		Increasing the Walkability/Bikeability of St. George	Mobility	PM6
25-2020	M15	I-70 & K-18 Interchange	Safety	PM3, PM4
			Preservation	PM5
27-2020	P10 P11	I-70 Pavement Replacement	Preservation	PM1, PM2
T3-2024		5th& Leavenworth Stop Improvements	Prosperity	PM1, PM3, PM4
T10-2020	M25	Fremont Roadway and Bus Stop Improvements	Prosperity	PM1, PM3, PM4
			Mobility	PM6
T7-2020		600 Block of Poyntz Bus Stop Improvements	Prosperity	PM1, PM3, PM4

*Goals and Performance Measures*

**Safety**

- PM 1: # of vehicular fatalities
- PM 2: Rate of vehicular fatalities per 100 million vehicle
- PM 3: # of serious injuries
- PM 4: Rate of serious injuries per 100 million vehicle
- PM 5: Non-Motorized Fatalities & Serious Injuries
- PM 6: % of serious injuries & fatality crashes involving bicycles & pedestrians

**Preservation**

- PM 1: % of Interstate pavement in good condition
- PM 2: % of Interstate pavement in poor condition
- PM 3: % of non-Interstate pavement in good condition
- PM 4: % of non-Interstate pavement in poor condition
- PM 5: % of NHS bridges in good condition
- PM 6: % of NHS bridges in poor condition
- PM 7: % of non-NHS bridges in good condition
- PM 8: % of non-NHS bridges in poor condition

**Mobility**

- PM 1: % of person-miles traveled on Interstate with reliable travel time
- PM 2: % of person-miles traveled on the NHS with a reliable travel time
- PM 3: Truck Travel Time Reliability (TTTR) Index on our Interstate system
- PM 4: % of Intelligent Transportation System traffic signals on key corridors
- PM 6: % of planned bicycle infrastructure projects implemented

**Prosperity**

- PM 4: % of bicycle infrastructure located in EJ areas
- PM 5: Maintain or reduce the number of roadway feet per person

# Environmental Justice

Environmental Justice (EJ) is defined as the fair treatment and meaningful involvement of all people regardless of race, color, sex, national origin, or income with respect to the development, implementation, and enforcement of laws, regulations, and policies. The U.S. Department of Transportation requires the MPO to make EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority and/or low-income populations (collectively, “EJ populations”). The legal backbone of the federal EJ requirement is Title VI of the Civil Rights Act of 1964, which prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” **Three core EJ principles** defined by the U.S. Department of Transportation spell out the EJ goals for transportation planning and projects. The MPO and project sponsors work together to assure the TIP process and the projects included within the TIP address these core principles.

### Three core EJ principles:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on EJ populations.
- 2) Prevent the denial, reduction, or delay in the receipt of benefits to EJ populations.
- 3) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

## 2022-2025 TIP EJ Analysis Methodology

### Identifying EJ Tracts

The first step in the EJ analysis process is to identify where low-income and minority populations reside in the MPO area. Census block groups are used to understand the demographics of this geographically large area. Individual block groups are defined as EJ areas if they meet certain **EJ criteria** regarding race, ethnicity, household income, and/or access to a vehicle. To identify these block groups, a regional average is calculated for race/ethnicity and zero-car households (a different methodology is used for income, which is explained below). Any individual block group that is 20% or greater than the regional average is identified as an EJ block group. The table to the right provides the regional averages and thresholds used. The data used to identify EJ block groups came from the 2021 American Community Survey (ACS). **Figure 2** maps the EJ tracts across the MPO region.

### EJ Thresholds

1. **Minority Block Groups**  
Region average: **22.5%**  
Threshold: **27.0%**
2. **Low-Income Block Groups**  
Free or Reduced Lunch in Table 4
3. **Zero-car Households**  
Region average: **4.7%**  
Threshold: **5.7%**

To identify the low-income areas in the MPO region, the average household income was gathered for all block groups within the MPO boundary. This block group data was then compared to the thresholds

identified in **Table 4.**, which the Department of Agriculture uses to qualify households for free or reduced school meals. If a block group’s median household income was at or below the numbers in Table 4, the block group was determined to be an EJ area.

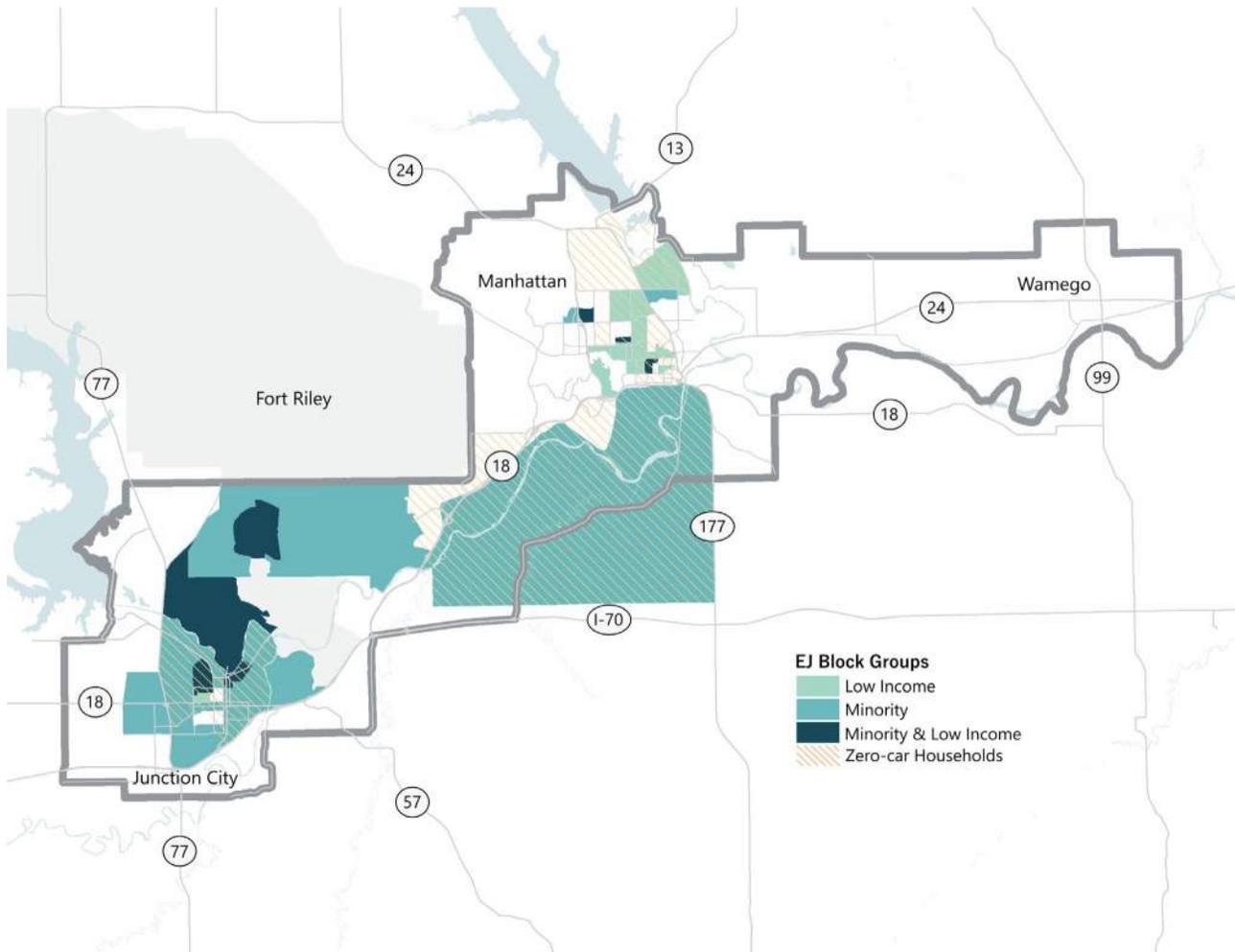
Zero-car households were also included in the EJ analysis to identify the areas of our communities where multimodal investments may be of higher importance. Unlike other EJ criteria, the 2021 ACS data for zero-car was not available at the block group level. Therefore, the larger census tract data was used and then distributed to all internal block groups. The regional average for zero-car households was 4.7%, and the EJ threshold was set at 5.7%.

*Table 4: US Department of Agriculture Free and Reduced Meals Income Thresholds*

Household Size	Annual Income	
	Reduced Price Meals	Free Meals
1	\$23,828	\$16,744
1.5	\$28,028	\$19,695
2	\$32,227	\$22,646
2.5	\$36,427	\$25,597
3	\$40,626	\$28,548
3.5	\$44,826	\$31,499

*Effective July 1, 2021 to June 30, 2022*

*Figure 2: Flint Hills MPO EJ Block Groups*



## EJ Analysis Results

Of the 96 block groups in the MPO area, 32 block groups have a minority population that exceed the regional average and 19 block groups are at or below the threshold used to identify households qualifying for free or reduced school meals. Eight (8) block groups are both minority and low-income block groups.

Of the projects contained in the TIP, sixteen (16) are within, or adjacent and impacting, the EJ areas (shown in **Table 5**) and meet FHWA EJ project requirements. Approximately \$44.6 million dollars, or 31.2%, of the total funding in the region will be invested in the EJ identified tracts.

Table 5: Projects in EJ Tracts

Project #	Project Name	Total Cost (in 1000s)	Project Type
01-2022	Blue Jay Trail	\$1,309.0	Bike/Ped
02-2022	Manhattan SRTS PE Consultant	\$25.0	Planning
07-2020	Poyntz Ave and Juliette Ave Intersection	\$1,070.0	Safety/Intersection
08-2022	Intersection of Kimball and Denison (NCC Phase 11)	\$10,900.0	Safety/Intersection
10-2020	K-18 heavy preservation near K-177	\$3,180.0	Preservation
10-2022	N. Manhattan Ave Traffic Signals and two-way Bike Lane	\$2,400.0	Modernization
14a-2020	Roundabout at US-24 & K-13	\$6,675.9	Safety/Intersection
14b-2020	Roundabout at US-24 & K-113	\$6,675.9	Safety/Intersection
16-2022	Sidewalk Extension on Fort Riley Blvd	\$1,711.0	Bike/Ped
17-2020	Juliette Ave - Phase IV	\$1,568.3	Preservation
18-2022	Repair Bridge #037 on US-40B3 in Geary County	\$454.4	Preservation
21-2020	US-40B and Washington Roundabout Preservation	\$796.9	Preservation
22-2022	Mill & overlay K-57 Surface Preservation	\$341.2	Preservation
24-2020	Kimball Ave: College to Denison (NCC Phase IX) Cost Share	\$6,440.5	Expansion
T3-2024	5th & Leavenworth Stop Improvements	\$750.0	Transit
T7-2020	600 Block of Poyntz Bus Stop Improvements	\$654.1	Transit
T10-2020	Fremont Roadway and Bus Stop Improvements	\$426.0	Transit

\*project costs reflected in 1,000s

Table 6: % of Project Type in EJ Areas

Project Type	Total Project Costs	Total \$ in EJ Areas	% Spent in EJ vs non-EJ
Roadway Expansion	\$ 17,440.5	\$ 6,440.5	36.9%
Preservation	\$ 56,354.9	\$ 6,340.8	11.3%
Modernization	\$ 6,400.0	\$ 2,400.0	37.5%
Safety/ Intersection	\$ 52,440.3	\$ 25,321.8	48.3%
Transit	\$ 10,797.1	\$ 1,830.1	16.9%
Bicycle/ Pedestrian	\$ 5,962.5	\$ 3,020.0	50.6%
Planning	\$ 25.0	\$ 25.00	100.0%
<b>Total</b>	<b>\$ 149,420.3</b>	<b>\$45,378.2</b>	<b>30.4%</b>

\*project costs reflected in 1,000s

Based on the project type and the apportion of funding invested in EJ areas, there does not appear to be any disproportionate impacts when comparing the projects located within EJ versus non-EJ areas. **Table 6** shows the percentage of projects by project type found in the EJ areas. A map of all projects contained within the TIP, including the EJ block groups, are included in **Appendix D**.

## Appendix A: Funding Summary Table

Funding Source of Programmed Projects (in thousands)						
Funding Source		FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
<b>Federal</b>	NHPP	\$ 5,873.5	\$ 28,823.5	\$ -	\$ -	\$ 34,697.0
	STP	\$ -	\$ -	\$ -	\$ -	\$ -
	TA	\$ 4,336.5	\$ -	\$ -	\$ -	\$ 4,336.5
	HSIP	\$ -	\$ 10,167.8	\$ -	\$ -	\$ 10,167.8
	BRF	\$ -	\$ 13.8	\$ 3,167.1	\$ -	\$ 3,180.9
	FTA 5307	\$ 3,065.4	\$ 1,016.8	\$ 1,314.8	\$ -	\$ 5,397.0
	FTA 5307 ARA	\$ 372.0	\$ -	\$ -	\$ -	\$ 372.0
	FTA 5310	\$ 216.0	\$ -	\$ -	\$ -	\$ 216.0
	FTA 5311	\$ 668.0	\$ -	\$ -	\$ -	\$ 668.0
	FTA 5339	\$ 246.0	\$ -	\$ -	\$ -	\$ 246.0
<b>TOTAL</b>		<b>\$ 14,777.4</b>	<b>\$ 40,021.9</b>	<b>\$ 4,481.9</b>	<b>\$ -</b>	<b>\$ 59,281.2</b>
<b>State</b>		<b>\$ 27,833.2</b>	<b>\$ (38,786.4)</b>	<b>\$ 3,482.3</b>	<b>\$ -</b>	<b>\$ (7,470.9)</b>
<b>Local</b>		<b>\$ 26,153.4</b>	<b>\$ 1,756.7</b>	<b>\$ 525.9</b>	<b>\$ -</b>	<b>\$ 28,436.0</b>
<b>Total</b>		<b>\$ 68,764.0</b>	<b>\$ 2,992.2</b>	<b>\$ 8,490.1</b>	<b>\$ -</b>	<b>\$ 80,246.3</b>

HSIP-Highway Safety Improvement Program

STP-Surface Transportation Program

NHPP-National Highway Performance Program

TA-Transportation Alternatives

5307 ARA - American Recovery Act

BRF-Bridge Funding

Note: FTA transit funds in the MPO region are typically only programmed for the current year of the TIP due to unknown funding amounts in future years (except for 5307 funds).

Note: Any negative balance shown for state funding is due to state funds being credited back once a project was converted to federal funds.

Anticipated Funding (in thousands)						
Funding Source	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total	
<b>Federal</b>	\$ 14,777.4	\$ 40,021.9	\$ 6,490.4	\$ 6,490.4	\$ 67,780.1	
<b>State</b>	\$ 27,833.2	\$ 6,529.3	\$ 6,529.3	\$ 6,529.3	\$ 47,421.2	
<b>Local*</b>	\$ 16,190.2	\$ 7,590.2	\$ 7,590.2	\$ 7,590.2	\$ 38,960.7	
<b>Total</b>	<b>\$ 58,800.8</b>	<b>\$ 54,141.4</b>	<b>\$ 20,609.9</b>	<b>\$ 20,609.9</b>	<b>\$ 154,162.0</b>	

\* Anticipated Funding is calculated using the estimates from *Connect 2040*. The amount of funding available in the 2020-2025 time band was used and then a yearly average was calculated. Manhattan has programmed \$8.6 million in additional local sources like K-State Athletics, City-University Fund, K-State General Fund, and bonding.

## Appendix B: TIP Project Listing Information

The projects listed in the TIP are broken down into four categories: Road and Bridge; Bicycle and Pedestrian; Transit and Paratransit; and Railroad. Below is a sample project from the TIP to aid in explaining each field of the form.

**Connect2040 Plan #**

**KDOT Reference #**

**FHMP Reference #**  
(see note below)

**Agency responsible for Project**

**Calendar year in which the project phase will be obligated**

**Phase:**  
PE - Preliminary Engineering  
ROW - Right-of-Way  
UTIL - Utilities  
CONST - Construction (including Construction Engineering)

**Advanced Construction Status**

**Federal Funding Source**

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1,607.8		1,607.8		x
2023	ROW		482.3		482.3		
2023	UTIL		482.3		482.3		x
2024	CONST		17,284.0		17,284.0		x
2028	PE	1,447.0	(1,447.0)		-	Conv-NHPP	
2028	UTIL	434.1	(434.1)		-	Conv-NHPP	
2028	CONST	15,555.6	(15,555.6)		-	Conv-NHPP	
		<b>17,436.7</b>	<b>2,419.8</b>	-	<b>19,856.5</b>		

**TIP #** 1-25-2020  
**KDOT #** KA-6018-01  
**C2040 #** M15

**Project Type** Safety  
**Length** 2.2 mi  
**Project Sponsor** KDOT

**Project Name** I-70 and K-18 Interchange

**Location:** I-70 and K-18 Interchange

**Description** Install new EB auxillary lane from Henry Gate to Exit 313.  
 Install fly over ramp from EB I-70 to NB K-18. Alter turn ramp from SB K-18 to WB I-70

**TIP Entered** 2020 - A5  
**Bike-Ped** No

**TIP Last Revised** 2024 - Original  
**ITS** No

**Environmental Justice (Equity)** EJ No

**Connect 2040 Goal** Safety Performance Measures PM3, PM4  
 Preservation PM5

**USDOT Performance Measures, aligned under Connect 2040 Goals**

**Goals as defined in Connect 2040 (LRTP)**

**Total Project Cost**

### Decoding the TIP #

- X-XX-202X** The first digit identifies the most recent amendment to the make changes to the project. A "0" means the project has not been modified since the original TIP document. Now also found in "TIP Entered" & "TIP Last Revised" sections.
- X-XX-202X** The second set of digits is the project number. This number never changes.
- X-XX-202X** The last set of digits indicates the year the project was first programmed in the TIP. The TIP is updated in even years (i.e. 2020, 2022, 2024).

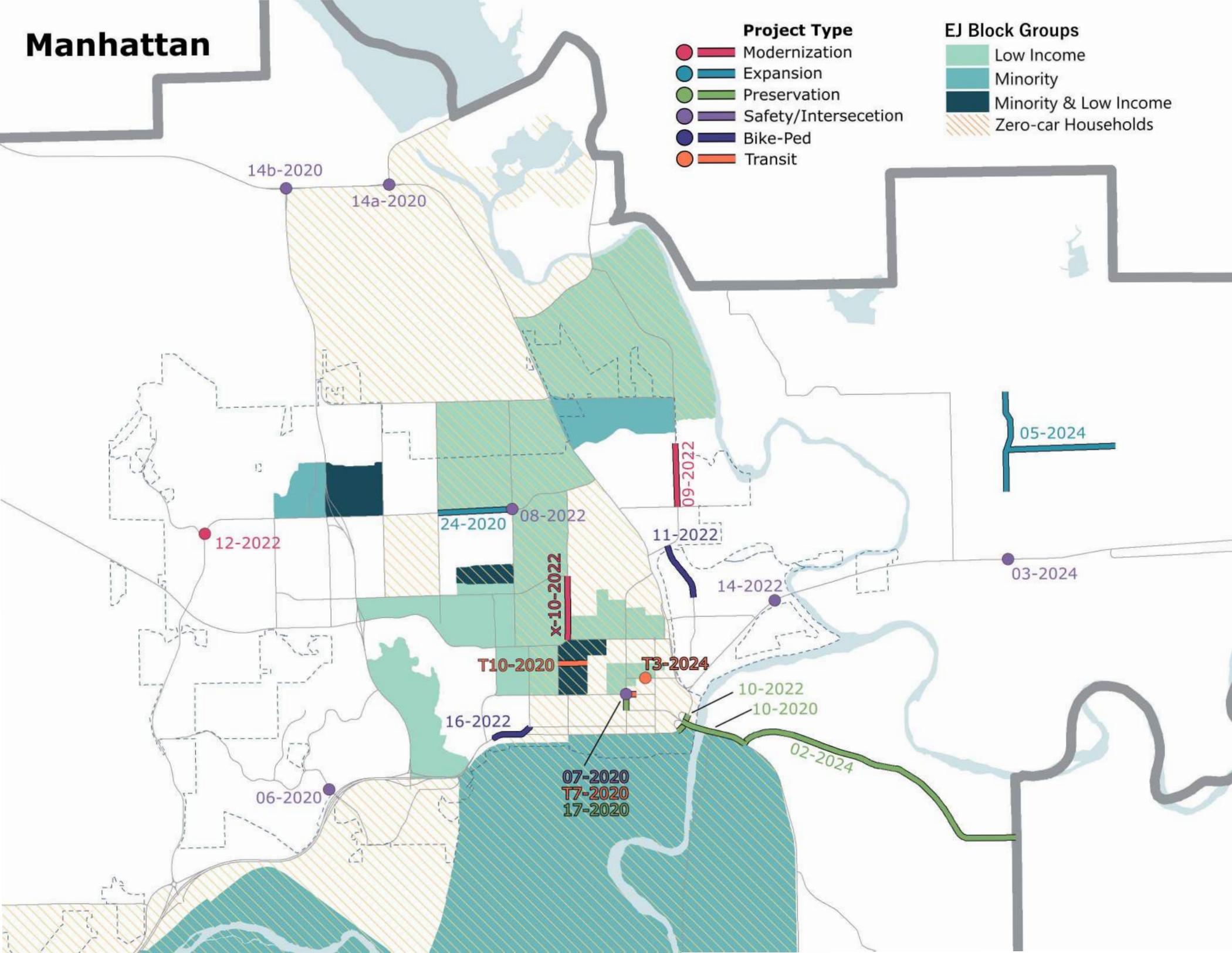
## Appendix C: Summary of Changes

Project #	KDOT #	Project Name	Year	Phase	Phase Cost (in 1000s)	Total Cost (in 1000s)	Funding Source	Description of Change
01-2024	C-5231-01	Old Milford Road Bridge Replacement	2024	CONST	\$2,024.00	\$2,024.00	BRO & Local	Change in Cost & Funding Source
10-2020	KA-5469-01	K-18 heavy preservation near K-177	2023	CONST	\$4,092.7	\$4,092.7	NHPP & State	Increase in Cost
06-2024	KA-6062-02	I-70 in Geary County Guardrail Updates	2024	CONST	\$1,392.7	\$1,392.7	State	Project Addition
18-2022	KA-6772-01	Repair Bridge #037 on US-40B3 in Geary County	2023	PE	\$37.0	\$454.4	State	Change in Year
17-2020	TE-0525-01	Juliette Ave - Phase IV	2024	CONST	\$1,917.1	\$1,917.1	TA & Local	Increase in Cost
17-2022	KA-6541-02	I-70 & Taylor Road Interchange	2024	PE	\$2,000.0	\$2,000.0	NHPP & State	Increase in Cost, Change in Year, & Change in Funding Source
T3-2024		5th & Leavenworth Stop	2024	CAP	\$750.0	\$750.0	5307 & Local	Project Addition

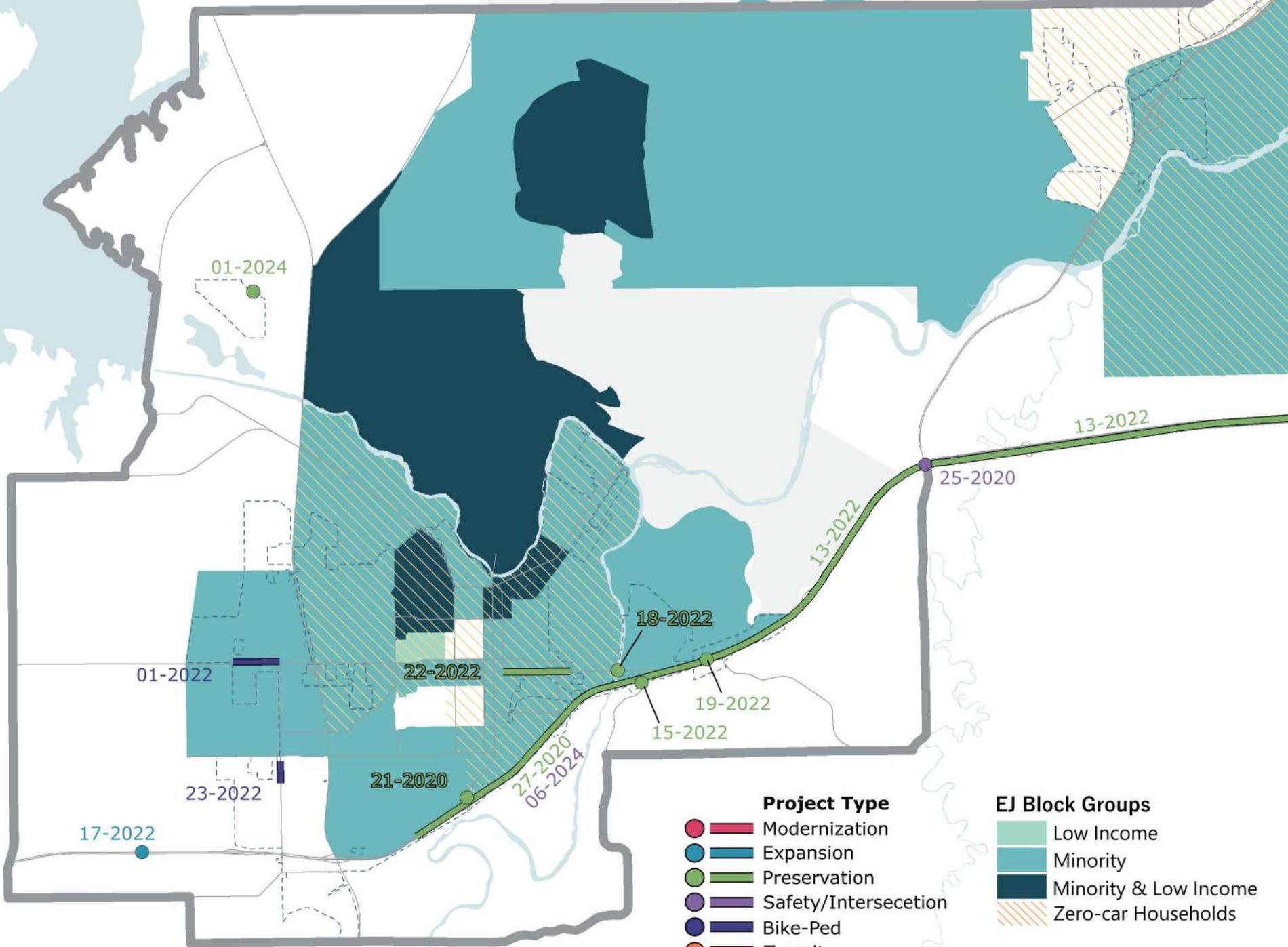
# Manhattan

- Project Type**
- Modernization
  - Expansion
  - Preservation
  - Safety/Intersecection
  - Bike-Ped
  - Transit

- EJ Block Groups**
- Low Income
  - Minority
  - Minority & Low Income
  - Zero-car Households



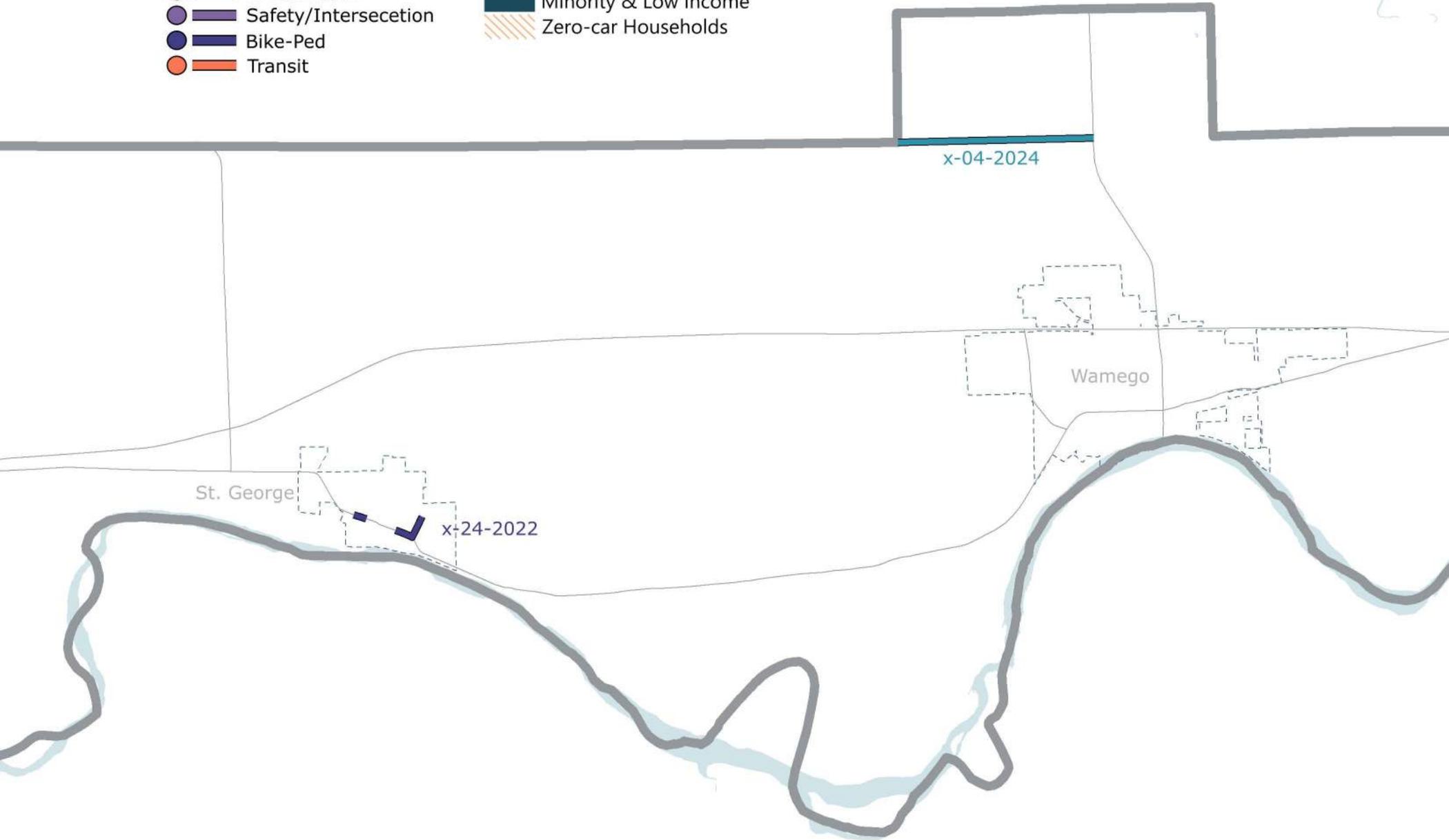
# Junction City



# Wamego & St. George

- Project Type**
- Modernization
  - Expansion
  - Preservation
  - Safety/Intersecetion
  - Bike-Ped
  - Transit

- EJ Block Groups**
- Low Income
  - Minority
  - Minority & Low Income
  - Zero-car Households



# Appendix E: Project Listing

## Roadway Projects

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
1-01-2022	Bike/Ped	2023	CONST	737.6	-	571.4	1,309.0	TA	
KDOT # TE-0498-01	Length 0.33 mi								
C2040 # BP01	Project Sponsor Junction City			737.6	-	571.4	1,309.0		

Project Name Blue Jay Trail

Location: K-18: Karns Drive to Spring Valley Rd.

Description 10' multiuse path on the north side of K-18 from Karns Dr to Spring Valley Rd. **Connect 2040 Goal Mobility**  
Performance Measure PM6

TIP Entered 2022 - Original      TIP Last Revised 2022 - A3  
Bike-Ped Yes      ITS No      EJ Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
1-01-2024	Preservation	2024	CONST	-	950.0	32.7	982.7		
KDOT # C-5231-01	Length								
C2040 #	Project Sponsor KDOT			-	950.0	32.7	982.7		

Project Name Old Milford Road Bridge Replacement

Location: Tributary of Republic River, 3.0 miles N & 1.0 mile West of Junction City

Description Bridge Replacement **Connect 2040 Goal Preservation**  
Performance Measure PM7, PM8

TIP Entered 2024 - Original      TIP Last Revised  
Bike-Ped No      ITS No      EJ No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
0-02-2022	Planning	2023	PE	20.0		5.0	25.0	TA	
KDOT # U-2405-01	Length								
C2040 # MP01	Project Sponsor City of Manhattan			20.0	-	5.0	25.0		

Project Name Manhattan SRTS PE Consultant

Location: Manhattan

Description Phase 1 Study to update SRTS Plan **Connect 2040 Goal**  
Performance Measure

TIP Entered 2022 - Original      TIP Last Revised 2024 - Original  
Bike-Ped Yes      ITS No      EJ Yes

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
0-02-2024	Preservation	2023	PE		1.0		1.0		
KDOT # KA-7043-01	Length 8.9 mi	2023	CONST		2,572.5		2,572.5		
C2040 #	Project Sponsor KDOT			-	2,573.5	-	2,573.5		

Project Name Milling and overlay on K-18 in RL County

Location: K-18: from east junction K-177/K-18, east to the RL/WB county line

Description 1 inch cold milling and 1.5 inch overlay **Connect 2040 Goal**  
Performance Measure

TIP Entered 2024 - Original      TIP Last Revised  
Bike-Ped No      ITS No      EJ No

TIP #	Project Type	FFY	Phase	Fed	State	Local	Total	Source	AC
0-3-2024	Safety/Intersection	2024	PE			3,000.0	3,000.0		
KDOT #	Length								
C2040 #	Project Sponsor PT				-	3,000.0	3,000.0		

Project Name US-24 & Excel Road Intersection Improvements

Location: US-24 at Excel Road

Description Intersectin improvements to include additional turn lanes and new traffic signals **Connect 2040 Goal Safety**  
Performance Measure PM3, PM4

TIP Entered 2024 - Original      TIP Last Revised  
Bike-Ped No      ITS No      EJ Yes

TIP # 04-2024  
 KDOT #  
 C2040 #

Project Type Expansion  
 Length 1.0 mi  
 Project Sponsor PT

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			3,000.0	3,000.0		
			-	3,000.0	3,000.0		

Project Name Elm Slough Road Improvements

Location: Elm Slough Road from Salzar Road to K-99

Description Roadway improvements including paving and widening an aggregate roadway. Improving vertical sight distance

Connect 2040 Goal  
 Performance Measure

TIP Entered 2024 - Original  
 Bike-Ped No

TIP Last Revised  
 ITS No

EJ Yes

TIP # 05-2024  
 KDOT #  
 C2040 #

Project Type Expansion  
 Length 1.9 mi  
 Project Sponsor PT

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			6,000.0	6,000.0		
			-	6,000.0	6,000.0		

Project Name Harvest Road and Excel Road Improvements

Location: Harvest Road from Excel Road to Lake Elbo Road, and Harvest Road from Cara's Way to Junietta Road

Description Roadway improvements including paving and widening aggregate roadways. Constructing a new bridge on Excel, and adding sidewalks and a Multi-use Path.

Connect 2040 Goal  
 Performance Measure

TIP Entered 2024 - Original  
 Bike-Ped Yes

TIP Last Revised  
 ITS No

EJ Yes

TIP # 06-2020  
 KDOT #  
 C2040 # M26

Project Type Safety/Intersection  
 Length 0.25 mi  
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	PE			150.0	150.0		
2025	CONST			1,350.0	1,350.0		
		-	-	1,500.0	1,500.0		

Project Name Miller Pkwy & Arbor Dr Intersection

Location: Intersection of Miller Parkway and Arbor Drive

Description Construct roundabout at the intersection of Miller Parkway and Arbor Drive.

Connect 2040 Goal  
 Performance Measure

TIP Entered 2020 - Original  
 Bike-Ped Yes

TIP Last Revised 2020 - A3  
 ITS No

EJ No

TIP # 06-2024  
 KDOT # KA-6062-02  
 C2040 # P11

Project Type Safety/Intersection  
 Length 4.75 mi  
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		90.8		90.8		
2024	CONST		1,301.9		1,301.9		
		-	1,392.8	-	1,392.8		

Project Name I-70 in Geary County Guardrail Updates

Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits

Description Guardrail updates and preservation

Connect 2040 Goal **Preservation**  
 Performance Measure PM1, PM2

TIP Entered 2024 - A1  
 Bike-Ped No

TIP Last Revised  
 ITS No

EJ No

TIP # 07-2020  
 KDOT #  
 C2040 # M17

Project Type Safety/Intersection  
 Length 0.2 mi  
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2022	CONST			1,070.0	1,070.0		
		-	-	1,070.0	1,070.0		

Project Name Poyntz Ave and Juliette Ave Intersection

Location: Intersection of Poyntz Ave and Juliette Ave

Description Replace traffic signal poles, install ADA ramps, install stamped concrete crosswalks with curb extensions, and count down pedestrian signals

Connect 2040 Goal  
 Performance Measure

TIP Entered 2022 - Original  
 Bike-Ped Yes

TIP Last Revised 2022 - A4  
 ITS No

EJ Yes

TIP #	08-2022	Project Type	Safety/Intersection	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.45mi	2022	PE			900.0	900.0		
C2040 #	E69	Project Sponsor	City of Manhattan	2024	CONST			10,000.0	10,000.0		
						-	-	10,900.0	10,900.0		

**Project Name** Intersection of Kimball and Denison (NCC Phase 11)

**Location:** Intersection of Kimball and Denison

**Description** Roadway expansion & intersection improvements. Previous TIP# 0-25-2014. GO Bonds funding  
**Connect 2040 Goal** Safety **Mobility**  
**Performance Measure** PM1, PM2 PM4

**TIP Entered** 2022 - Original **TIP Last Revised** 2022 - A3  
**Bike-Ped** Yes **ITS** Yes **EJ** Yes

TIP #	09-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.60 mi	2022	PE			100.0	100.0		
C2040 #	E08	Project Sponsor	City of Manhattan			-	-	100.0	100.0		

**Project Name** Casement Road Improvements: Brookmont to Allen/Knox

**Location:** Casement Rd: Brookmont Dr to Allen Rd/Knox Ln

**Description** Expand roadway to include 3-lane roadway and multi-use path  
**Connect 2040 Goal** Safety **Mobility**  
**Performance Measure** PM3, PM4 PM4

**TIP Entered** 2022 - Original **TIP Last Revised**  
**Bike-Ped** Yes **ITS** Yes **EJ** No

TIP #	10-2020	Project Type	Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #	KA-5469-01	Length	0.70 mi	2022	PE		38.6		38.6		
C2040 #	P09	Project Sponsor	KDOT	2023	CONST	3,243.3	810.8		4,054.1	NHPP	X
						3,243.3	849.4	-	4,092.7		

**Project Name** K-18 heavy preservation near K-177

**Location:** K-18: West Junction K-18/K-177 east to the East Junction K-18/K-177

**Description** Pavement replacement  
**Connect 2040 Goal** Preservation  
**Performance Measure** PM3

**TIP Entered** 2020 - A1 **TIP Last Revised** 2024 - A1  
**Bike-Ped** No **ITS** No **EJ** Yes

TIP #	10-2022	Project Type	Modernization	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.58 mi	2022	PE			100.0	100.0		
C2040 #	M40	Project Sponsor	City of Manhattan	2023	CONST			2,900.0	2,900.0		
						-	-	3,000.0	3,000.0		

**Project Name** N. Manhattan Ave, Campus Creek, & Bayberry Infrastructure Improvements

**Location:** N. Manhattan: Clafin to Bluemont

**Description** Upgrade flashing yellow beacons to full traffic signals for pedestrians. Construct two-way bike lane on west side with barrier to Vattier. Realign Campus Creek road with Bertrand & adding roundabout on campus  
**Connect 2040 Goal** Safety **Mobility** **Prosperity**  
**Performance Measure** PM5, PM6 PM4, PM6 PM4, PM5

**TIP Entered** 2022 - Original **TIP Last Revised** 2022 - A3  
**Bike-Ped** Yes **ITS** Yes **EJ** Yes

TIP #	11-2022	Project Type	Bike/Ped	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT #		Length	0.71 mi	2021	PE			150.0	150.0		
C2040 #	BP01	Project Sponsor	City of Manhattan	2024	CONST			1,000.0	1,000.0		
						-	-	1,150.0	1,150.0		

**Project Name** Hayes Dr Trail

**Location:** Hayes: McCall to Casement

**Description** 10 feet or 8 feet wide Trail from Casement to McCall Road along Hayes Dr.  
**Connect 2040 Goal** Mobility  
**Performance Measure** PM6

**TIP Entered** 2022 - Original **TIP Last Revised**  
**Bike-Ped** Yes **ITS** No **EJ** No

TIP # 12-2022  
 KDOT #  
 C2040 # M26

Project Type Modernization  
 Length 0.33 mi  
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE			300.0	300.0		
2023	CONST			3,000.0	3,000.0		
		-	-	3,300.0	3,300.0		

Project Name Kimball Ave Roundabout Replacement

Location: Kimball Ave: Berkshire to Vanesta Drive

Description Replace Roundabout, sidewalk improvements, pavement rehab

Connect 2040 Goal Safety  
 Performance Measure PM3

TIP Entered 2022 - Original  
 Bike-Ped Yes

TIP Last Revised  
 ITS No

EJ No

TIP # 13-2022  
 KDOT # KA-6278-01  
 C2040 # P09

Project Type Preservation  
 Length 15.5 mi  
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1.0		1.0		
2022	CONST		4,526.0		4,526.0		X
2024	CONST	4,073.5	(4,073.5)		-	Conv-NHPP	
		4,073.5	453.5	-	4,527.0		

Project Name Patching on I-70 east of K-57

Location: I-70: .64 miles east of I-70/K-57 to Geary/Riley County Line

Description Patching and resealing joints

Connect 2040 Goal Preservation  
 Performance Measure PM1,PM2

TIP Entered 2014 - Original  
 Bike-Ped No

TIP Last Revised 2022 - A4  
 ITS No

EJ No

TIP # 14a-2020  
 KDOT # KA-5565-01  
 C2040 # M20

Project Type Safety/Intersection  
 Length  
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		513.5		513.5		
2023	ROW		256.8		256.8		
2023	UTIL		256.8		256.8		
2024	CONST		5,648.8		5,648.8		X
2025	CONST	5,083.9	(5,083.9)		-	Conv-HSIP	
		5,083.9	1,592.0	-	6,675.9		

Project Name Roundabout at US-24 & K-13

Location: Intersection of K-13 and US-24 in Riley County

Description Construct single-lane roundabout at intersection to improve safety.

Connect 2040 Goal Safety  
 Performance Measures PM3, PM4

TIP Entered 2020 - A3  
 Bike-Ped No

TIP Last Revised 2022 - A3  
 ITS No

EJ Yes

TIP # 14b-2020  
 KDOT # KA-5564-01  
 C2040 # M21

Project Type Safety/Intersection  
 Length  
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	PE		513.5		513.5		
2023	ROW		256.8		256.8		
2023	UTIL		256.8		256.8		
2024	CONST		5,648.8		5,648.8		X
2025	CONST	5,083.9	(5,083.9)		-	Conv-HSIP	
		5,083.9	1,592.0	-	6,675.9		

Project Name Roundabout at US-24 & K-113

Location: Intersection of K-113 and US-24 in Riley County

Description Construct single-lane roundabout at intersection to improve safety.

Connect 2040 Goal Safety  
 Performance Measures PM3, PM4

TIP Entered 2020 - A3  
 Bike-Ped No

TIP Last Revised 2022 - A3  
 ITS No

EJ Yes

TIP # 14-2022  
 KDOT # KA-6497-01  
 C2040 #

Project Type Safety/Intersection  
 Length 0.28 mi  
 Project Sponsor City of Manhattan

FFY	Phase	Fed	State	Local	Total	Source	AC
2023	CONST		800.0	569.2	1,369.2		
		-	800.0	569.2	1,369.2		

Project Name US-24 & Levee Drive Intersection Improvements

Location: US-24 & Levee Drive Intersection

Description Intersection improvements to include addition of turn lanes, new traffic signal, and traffic signal coordination

Connect 2040 Goal Safety  
 Performance Measure PM1, PM2, PM3, PM4

TIP Entered 2022 - A1  
 Bike-Ped No

TIP Last Revised 2024 - Original  
 ITS Yes

EJ No

TIP # 15-2022	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-6483-01	Length	2022	PE		380.6		380.6		X
C2040 # P12	Project Sponsor KDOT	2026	ROW		76.1		76.1		
		2026	UTIL		25.4		25.4		X
<b>Project Name</b> I-70 Bridge Replacement at J. Hill Road		2026	CONST		2,766.0		2,766.0		X
<b>Location:</b> Bridge #016: I-70 and J Hill Road		2028	PE	342.6	(342.6)		-	Conv-NHPP	
<b>Description</b> Bridge Replacement		2028	UTIL	22.8	(22.8)		-	Conv-NHPP	
		2028	CONST	2,489.4	(2,489.4)		-	Conv-NHPP	
				<b>2,854.8</b>	<b>393.3</b>	<b>-</b>	<b>3,248.2</b>		

Connect 2040 Goal **Preservation**  
Performance Measures PM5, PM6

TIP Entered 2022 - A2      TIP Last Revised  
Bike-Ped No      ITS No      EJ No

TIP # 16-2022	Project Type Bike/Ped	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # TE-0526-01	Length 0.50 mi	2024	CONST	1,368.8		342.2	1,711.0	TA	
C2040 # BP01	Project Sponsor City of Manhattan			<b>1,368.8</b>	<b>-</b>	<b>342.2</b>	<b>1,711.0</b>		

**Project Name** Sidewalk Extension on Fort Riley Blvd

**Location:** K18 from Westwood to 17th, to Yuma St

**Description** Complete sidewalk from 17th & Yuma, west towards Westwood Dr.      **Connect 2040 Goal** **Performance Measure**

TIP Entered 2022 - A2      TIP Last Revised 2022 - A3  
Bike-Ped Yes      ITS No      EJ Yes

TIP # 17-2020	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # TE-0525-01	Length 0.15 mi	2024	CONST	1,533.7		383.4	1,917.1	TA	
C2040 #	Project Sponsor City of Manhattan			<b>1,533.7</b>	<b>-</b>	<b>383.4</b>	<b>1,917.1</b>		

**Project Name** Juliette Ave - Phase IV

**Location:** Juliette Ave: Poyntz to Pierre

**Description** Brick Rehab on Juliette. Address storm sewer issues. Create curb extensions at intersection of Pierre      **Connect 2040 Goal** **Prosperity**  
**Performance Measure** PM3, PM4

TIP Entered 2020 - A3      TIP Last Revised 2024 - A1  
Bike-Ped Yes      ITS No      EJ Yes

TIP # 17-2022	Project Type Expansion	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-6541-01	Length	2024	PE	1,800.0	200.0		2,000.0	NHPP	
C2040 # E61	Project Sponsor KDOT			<b>1,800.0</b>	<b>200.0</b>	<b>-</b>	<b>2,000.0</b>		

**Project Name** I-70 & Taylor Road Interchange

**Location:** I-70 and Taylor Road

**Description** Discovery phase for bridge replacement and new interchange. Project authorized for PE only      **Connect 2040 Goal** **Preservation**  
**Performance Measure** PM5, PM6

TIP Entered 2022 - Original      TIP Last Revised 2024 - A1  
Bike-Ped No      ITS No      EJ No

TIP # 18-2022	Project Type Preservation	FFY	Phase	Fed	State	Local	Total	Source	AC
KDOT # KA-6772-01	Length	2023	PE		37.0		37.0		
C2040 # P09	Project Sponsor KDOT	2024	CONST		417.4		417.4		
				<b>-</b>	<b>454.4</b>	<b>-</b>	<b>454.4</b>		

**Project Name** Repair Bridge #037 on US-40B3 in Geary County

**Location:** Bridge #037 on US-40, 1.32 miles east of US-77 (Smoky Hill River)

**Description**      **Connect 2040 Goal** **Preservation**  
**Performance Measure** PM7

TIP Entered 2022 - A3      TIP Last Revised 2024 - A1  
Bike-Ped No      ITS No      EJ Yes

<b>TIP #</b> 19-2022	<b>Project Type</b> Preservation	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b> KA-6838-01	<b>Length</b>	2023	PE	413.1	45.9		459.0	BRF	x
<b>C2040 #</b> P09	<b>Project Sponsor</b> KDOT	2024	ROW		30.6		30.6		
		2025	UTL	13.8	1.5		15.3	BRF	x
		2026	CONST	3,167.1	351.9		3,519.0	BRF	x
				<b>3,594.0</b>	<b>429.9</b>	-	<b>4,023.9</b>		

**Project Name** Repair Bridge #017 on I-70 in Geary County

**Location:** I-70: Bridge #017, 3.13 miles east of West Junction  
US40B3/I-170 (Just west of J-Hill Rd)

**Description** Deck patch & petromat overlay

**Connect 2040 Goal** Preservation  
**Performance Measure** PM5,PM6

**TIP Entered** 2022 - A3      **TIP Last Revised** 2024 - Original  
**Bike-Ped** No      **ITS** No      **EJ** No

<b>TIP #</b> 21-2020	<b>Project Type</b> Preservation	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b> KA-5996-01	<b>Length</b> 0.14 mi	2023	CONST		717.2	79.7	796.9	X	
<b>C2040 #</b> P09	<b>Project Sponsor</b> KDOT	2023	CONST	637.5	(637.5)		-	Conv-STP	
				<b>637.5</b>	<b>79.7</b>	<b>79.7</b>	<b>796.9</b>		

**Project Name** US-40B and Washington Roundabout Preservation

**Location:** US-40B and Washington Roundabout

**Description** Surfacing Project, tied to KA-6062-01

**Connect 2040 Goal**  
**Performance Measure**

**TIP Entered** 2020 - A5      **TIP Last Revised** 2022 - A4  
**Bike-Ped** No      **ITS** No      **EJ** Yes

<b>TIP #</b> 22-2022	<b>Project Type</b> Preservation	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b> U-2380-01	<b>Length</b> 0.57 mi	2024	CONST		300.0	41.2	341.2		
<b>C2040 #</b> P09	<b>Project Sponsor</b> City of Junction City			-	<b>300.0</b>	<b>41.2</b>	<b>341.2</b>		

**Project Name** Mill & overlay K-57 Surface Preservation

**Location:** K-57 from North Franklin St to Reynolds St

**Description** Mill & overlay with pavement markings on K-57.  
Replacement of ADA ramps

**Connect 2040 Goal**  
**Performance Measure**

**TIP Entered** 2022 - A3      **TIP Last Revised**  
**Bike-Ped** No      **ITS** No      **EJ** Yes

<b>TIP #</b> 23-2022	<b>Project Type</b> Bike/Ped	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b> TE-0522-01	<b>Length</b> 0.24 mi	2024	CONST	425.4		106.3	531.7	TA	
<b>C2040 #</b>	<b>Project Sponsor</b> City of Junction City			<b>425.4</b>	-	<b>106.3</b>	<b>531.7</b>		

**Project Name** Spring Valley Rd Sidewalk Improvements

**Location:** Spring Valley Rd from south of Ash to Valley Dr

**Description**

**Connect 2040 Goal**  
**Performance Measure**

**TIP Entered** 2022 - A4      **TIP Last Revised**  
**Bike-Ped** Yes      **ITS** No      **EJ** No

<b>TIP #</b> 24-2020	<b>Project Type</b> Expansion	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b> KA-5899-01	<b>Length</b> 0.80 mi	2023	CONST		2,897.8	3,542.7	6,440.5		
<b>C2040 #</b> E37	<b>Project Sponsor</b> City of Manhattan			-	<b>2,897.8</b>	<b>3,542.7</b>	<b>6,440.5</b>		

**Project Name** Kimball Ave: College to Denison (NCC Phase IX) Cost Share

**Location:** Kimball Ave: College Ave to Denison Ave

**Description** Widen existing to 5-lane with paved median for access control & dedicated left turn lane. New traffic signal at Kimball/Grain Science entrance. 1/2 mi of new MUP

**Connect 2040 Goal** Mobility Prosperity  
**Performance Measure** PM6 PM4

**TIP Entered** 2020 - A4      **TIP Last Revised** 2022 - A4  
**Bike-Ped** Yes      **ITS** Yes      **EJ** Yes

TIP # 24-2022  
 KDOT # TE-0532-01  
 C2040 #

Project Type Bike/Ped  
 Length 0.24 mi  
 Project Sponsor City of St. George

FFY	Phase	Fed	State	Local	Total	Source	AC
2024	CONST	1,008.7		252.2	1,260.8	TA	
		1,008.7	-	252.2	1,260.8		

Project Name Increasing the Walkability/Bikeability of St. George

Location: Chapman Rd, 6th St, Lincoln St., & 1st St

Description **Connect 2040 Goal Mobility**  
 Performance Measure PM6

TIP Entered 2022 - A4  
 Bike-Ped Yes  
 TIP Last Revised  
 ITS No  
 EJ No

TIP # 25-2020  
 KDOT # KA-6018-01  
 C2040 # M15

Project Type Safety/Intersection  
 Length 2.2 mi  
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		1,607.8		1,607.8		x
2023	ROW		482.3		482.3		
2023	UTIL		482.3		482.3		x
2024	CONST		17,284.0		17,284.0		x
2028	PE	1,447.0	(1,447.0)		-	Conv-NHPP	
2028	UTIL	434.1	(434.1)		-	Conv-NHPP	
2028	CONST	15,555.6	(15,555.6)		-	Conv-NHPP	
		17,436.7	2,419.8	-	19,856.5		

Project Name I-70 and K-18 Interchange

Location: I-70 and K-18 Interchange

Description Install new EB auxiliary lane from Henry Gate to Exit 313.  
 Install fly over ramp from EB I-70 to NB K-18. Alter turn ramp from SB K-18 to WB I-70

**Connect 2040 Goal Safety**  
 Performance Measures PM3, PM4  
**Preservation**  
 PM5

TIP Entered 2020 - A5  
 Bike-Ped No  
 TIP Last Revised 2024 - Original  
 ITS No  
 EJ No

TIP # 27-2020  
 KDOT # KA-6062-01  
 C2040 # P11

Project Type Preservation  
 Length 4.75 mi  
 Project Sponsor KDOT

FFY	Phase	Fed	State	Local	Total	Source	AC
2021	PE		777.2		777.2		X
2023	CONST		31,248.8		31,248.8		X
2025	PE	699.6	(699.6)		-	Conv - NHPP	
2025	CONST	28,123.9	(28,123.9)		-	Conv - NHPP	
		28,823.5	3,202.5	-	32,026.0		

Project Name I-70 Pavement Replacement

Location: I-70: 1 mile east of US-77 interchange, east to east Grandview Plaza City Limits

Description Pavement Replacement beginning 1 mile east of US-77/I-70 then East to East City Limits of Grandview Plaza. Tied to KA-5996-01

**Connect 2040 Goal Preservation**  
 Performance Measure PM1, PM2

TIP Entered 2020 - A5  
 Bike-Ped No  
 TIP Last Revised 2024 - Original  
 ITS No  
 EJ No

**Transit and Paratransit Projects**

<b>TIP #</b> T1-2022	<b>Project Type</b> Transit/Paratransit	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b>	<b>Project Sponsor</b> Flint Hills ATA	2023	OPR/ADMIN	639.2	243.7	395.5	1,278.4	5307	
<b>C2040 #</b>		2024	OPR/ADMIN	1,525.6	547.5	632.7	2,705.8	5307	
		2024	OPR/ADMIN	372.0			372.0	5307 ARA	
<b>Project Name</b> FHATA Urban Transit Service Operating Expenses		2025	OPR/ADMIN	610.1	203.4	305.0	1,118.5	5307	
		2026	OPR/ADMIN	788.8	262.9	394.4	1,446.1	5307	
<b>Location:</b> Manhattan Urbanized Area				<b>3,935.7</b>	<b>1,257.5</b>	<b>1,727.6</b>	<b>6,920.8</b>		
<b>Description</b> The transit services provided in the Manhattan UZA. Includes operations, administration, and preventative maintenance.	<b>Connect 2040 Goal Performance Measures</b>								
<b>TIP Entered</b> 2022 - A3	<b>TIP Last Revised</b> 2024 - Original								
<b>Bike-Ped No</b>	<b>ITS No</b>								<b>EJ No</b>

<b>TIP #</b> T1-2024	<b>Project Type</b> Transit/Paratransit	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b>	<b>Project Sponsor</b> Flint Hills ATA	2024	CAP*	197.3	24.6	24.6	246.5	5339	
<b>C2040 #</b>		2024	CAP**	231.0	57.7		288.7	5307	
		2024	CAP***	80.0	20.0		100.0	5307	
<b>Project Name</b> FHATA Building and Improvement Project		2024	CAP****	291.6	72.9	0.3	364.8	5307	
<b>Location:</b> ATA Offices				<b>799.9</b>	<b>175.2</b>	<b>24.9</b>	<b>1,000.0</b>		
<b>Description</b> *Building Expansion & Improvement **Parking Lot expansion ***Safety & Security Improvements ****Supplemental	<b>Connect 2040 Goal Performance Measure</b>								
<b>TIP Entered</b> 2024 - Original	<b>TIP Last Revised</b>								
<b>Bike-Ped No</b>	<b>ITS No</b>								<b>EJ No</b>

<b>TIP #</b> T2-2022	<b>Project Type</b> Transit/Paratransit	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b>	<b>Project Sponsor</b> Flint Hills ATA	2023	OPR/ADMIN	811.1	221.6	396.6	1,429.3	5311	
<b>C2040 #</b>		2024	OPR/ADMIN	668.0	180.0	277.0	1,125.0	5311	
				<b>1,479.1</b>	<b>401.6</b>	<b>673.6</b>	<b>2,554.3</b>		
<b>Project Name</b> FHATA Rural Services									
<b>Location:</b> FHMPPO Region									
<b>Description</b> Operating assistance and admin for areas outside of the Manhattan Urbanized Area, including Junction City and Fort Riley	<b>Connect 2040 Goal Performance Measure</b>								
<b>TIP Entered</b> 2022 - A1	<b>TIP Last Revised</b> 2024 - Original								
<b>Bike-Ped No</b>	<b>ITS No</b>								<b>EJ No</b>

<b>TIP #</b> T2-2024	<b>Project Type</b> Transit/Paratransit	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b>	<b>Project Sponsor</b> Flint Hills ATA	2024	CAP*	800.0	100.0	100.0	1,000.0	AIC	
<b>C2040 #</b>				<b>800.0</b>	<b>100.0</b>	<b>100.0</b>	<b>1,000.0</b>		
<b>Project Name</b> FHATA Junction City Facility Grant									
<b>Location:</b> Junction City									
<b>Description</b> * New Maintenance & Bus Parking facility	<b>Connect 2040 Goal Performance Measure</b>								
<b>TIP Entered</b> 2024 - Original	<b>TIP Last Revised</b>								
<b>Bike-Ped No</b>	<b>ITS No</b>								<b>EJ No</b>

<b>TIP #</b> T3-2024	<b>Project Type</b> Transit/Paratransit	<b>FFY</b>	<b>Phase</b>	<b>Fed</b>	<b>State</b>	<b>Local</b>	<b>Total</b>	<b>Source</b>	<b>AC</b>
<b>KDOT #</b>	<b>Project Sponsor</b> Flint Hills ATA	2024	CAP	500.0		250.0	750.0	5307	
<b>C2040 #</b>				<b>500.0</b>	<b>-</b>	<b>250.0</b>	<b>750.0</b>		
<b>Project Name</b> 5th & Leavenworth Stop Improvements									
<b>Location:</b> Manhattan									
<b>Description</b> Bus stop improvements with curb extensions, new sidewalk, and ADA ramps	<b>Connect 2040 Goal Prosperity Performance Measure</b> PM1, PM3, PM4								
<b>TIP Entered</b> 2024 - A1	<b>TIP Last Revised</b>								
<b>Bike-Ped Yes</b>	<b>ITS No</b>								<b>EJ Yes</b>

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T4-2022			Transit/Paratransit	Flint Hills ATA	2024	CAP*	200.0		50.0	250.0	5307	
					2024	CAP**	80.0		20.0	100.0	5307	
					2024	CAP***	60.0		15.0	75.0	5310/5339 AIC	
							<b>340.0</b>	<b>-</b>	<b>85.0</b>	<b>425.0</b>		

Project Name FHATA Urban Planning Projects

Location: Manhattan Urbanized Area

Description \*Electric Vehicle Study  
 \*\*Route System Study  
 \*\*\*MicroTransit Study

Connect 2040 Goal  
 Performance Measure

TIP Entered 2022 - A3      TIP Last Revised 2024 - Original  
 Bike-Ped No      ITS No      EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T5-2022			Transit/Paratransit	Flint Hills ATA	2022	OPR		10.0	4.0	14.0		
					2022	CAP	106.7		26.7	133.4	5310	
					2023	OPR		10.0	4	14.0		
					2023	CAP	73.9		14.7	88.6	5310	
							<b>180.6</b>	<b>20.0</b>	<b>49.4</b>	<b>250.0</b>		

Project Name Big Lakes Developmental Center Operating & Capital

Location: Riley, Geary and Pottawatomie Counties

Description Operating Assistance and Capital Purchases. Local match source, county mill

Connect 2040 Goal  
 Performance Measure

TIP Entered 2022 - A1      TIP Last Revised  
 Bike-Ped No      ITS No      EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T6-2022			Transit/Paratransit	Flint Hills ATA	2023	CAP	25.0	6.3		31.3	5307	
					2024	CAP	38.4	9.6		48.0	5307	
					2024	CAP	109.2		27.3	136.5	5307	
					2025	CAP	406.7		101.7	508.4	5307	
					2026	CAP	526.0		131.5	657.5	5307	
							<b>1,105.3</b>	<b>15.9</b>	<b>260.5</b>	<b>1,381.7</b>		

Project Name FHATA Parking Lot Expansion and Technology for Shelters

Location: FHMPPO Region

Description Real-time passenger information devices for bus shelter projects

Connect 2040 Goal  
 Performance Measures

TIP Entered 2022 - Original      TIP Last Revised 2024 - Original  
 Bike-Ped No      ITS No      EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T7-2020			Transit/Paratransit	Flint Hills ATA	2020	CAP	588.7		65.4	654.1	5339	
							<b>588.7</b>	<b>-</b>	<b>65.4</b>	<b>654.1</b>		

Project Name 600 Block of Poyntz Bus Stop Improvements

Location: Manhattan

Description ADA upgrades and bus stop improvements on the 600 Block of Poyntz. Part of KDOT's Access, Innovation, and Collaboration grant

Connect 2040 Goal Prosperity  
 Performance Measure PM1, PM3, PM4

TIP Entered 2020 - Original      TIP Last Revised 2024 - Original  
 Bike-Ped Yes      ITS No      EJ Yes

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T7-2022			Transit/Paratransit	Flint Hills ATA	2022	CAP	140.8	17.6	17.6	176.0	5339/5310	
					2024	CAP	156.0	19.5	19.5	195.0	5339/5310	
							<b>296.8</b>	<b>37.1</b>	<b>37.1</b>	<b>371.0</b>		

Project Name K-18 Connector Expansion (Pilot)

Location: MPO Region

Description 2021 KDOT AIC Grant Award - KDOT Grant award to extend the K-18 Connector from Ogden to Junction City as part of the JCFR System. 2 Year Pilot with purchase of vehicles

Connect 2040 Goal  
 Performance Measure

TIP Entered 2022 - Original      TIP Last Revised 2024 - Original  
 Bike-Ped No      ITS No      EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T8-2022			Transit/Paratransit	Flint Hills ATA	2023	CAP	131.1		32.7	163.8	5311	
							131.1	-	32.7	163.8		

Project Name FHATA Rural Bus Capital Program

Location: Areas outside Manhattan UZA

Description **Connect 2040 Goal**  
Performance Measure

TIP Entered 2022 - Original  
Bike-Ped No

TIP Last Revised  
ITS No

EJ No

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T10-2020			Transit/Paratransit	Flint Hills ATA	2023	CAP	340.8		85.2	426.0	5310	
							340.8	-	85.2	426.0		

Project Name Fremont Roadway and Bus Stop Improvements

Location: Manhattan

Description Reconstruct Fremont Street with new curb extensions, rain gardens, and Bus Shelter

**Connect 2040 Goal** Mobility Prosperity  
Performance Measure PM6 PM1, PM3, PM4

TIP Entered 2020 - Original  
Bike-Ped Yes

TIP Last Revised 2022 - A4  
ITS No

EJ Yes

TIP #	KDOT #	C2040 #	Project Type	Project Sponsor	FFY	Phase	Fed	State	Local	Total	Source	AC
T12-2018			Transit/Paratransit	Flint Hills ATA	2024	CAP*	18.3	4.7		23.0	5339	
					2024	Cap**	9.6	38.7		48.3	5307	
					2024	CAP***	30.4		7.6	38.0	5339	
							58.3	43.4	7.6	109.3		

Project Name FHATA Misc. Capital Improvements

Location: FHMPPO Region

Description \*5339 -Maintenance Utility Vehicle  
\*\*Supplemental Maintenance Vehicle  
\*\*\*5339-19 Administrative Vehicle

**Connect 2040 Goal**  
Performance Measure

TIP Entered 2018 - Original  
Bike-Ped No

TIP Last Revised 2024 - Original  
ITS No

EJ No

## Appendix F: MPO Self-Certification

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the Flint Hills Metropolitan Planning Organization (MPO) certifies that the metropolitan transportation planning process is carried out in accordance with all applicable requirements, including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of the title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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Ronna Larson, Policy Board Chairperson

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Date

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Michael Moriarty, Bureau Chief, Transportation Planning

\_\_\_\_\_  
Date

## Appendix G: Public Comment Period Summary

A 15-day public comment period was held prior to Policy Board approval. No public comments was received.

The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) requirements of the Section 5307 Program.

	<b>Public Comment Period Opens</b>	<b>Public Comment Period Closes</b>	<b>TAC Recommendation</b>	<b>Policy Board Approval</b>	<b>STIP Amendment</b>
2024 TIP	June 30	August 1	August 2	August 16	September 7, 2023
Amendment #1	November 17	December 4	December 5	December 20	January 4, 2024
Amendment #2	March 16	April 2	April 3	April 17	May 9, 2024
Amendment #3	July 15	August 6	August 7	August 21	September 5, 2024